STATE ROUTE 39
CULVERT REHABILITATION PROJECT
AT BROWN'S GULCH

INITIAL STUDY

LA – 39 – KP 36.14 PM 22.46 EA: 4G7000

CALTRANS DISTRICT 7
DIVISION OF ENVIRONMENTAL PLANNING
MARCH 2003

Caltrans

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH No.
07-LA-39 KP 36.14 (PM 22.46)
EA: 4G7000

MITIGATED NEGATIVE DECLARATION (ND)

Pursuant to: Division 13, Public Resources Code

Description:
The proposed project would be located off of State Route 39, San Gabriel Canyon Road, in the Angeles National Forest just north of the City of Azusa in Los Angeles County. The proposed project would reconstruct the culvert invert at the bottom of Brown's Gulch a canyon adjacent to State Route 39. The project has been proposed to ensure the stability of the structure which is presently compromised by scour caused by erosion and age. In order to complete this work, a temporary access ramp is necessary to transport equipment and workers to the culvert entrance.

Determination:
An Initial Study (IS) has been prepared by the California Department of Transportation (Caltrans). On the basis of this study, it has been determined that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would not impact any scenic resources or degrade the existing visual character.
- The proposed project would not impact any agricultural resources, conflict with existing zoning for agricultural use, or result in the conversion of farmland to non-agricultural uses.
- The proposed project would not conflict with or obstruct implementation of the applicable air quality plan, violate any air quality standards, effect climatic conditions, effect ambient air quality, or result in the creation of objectionable odors.
- The proposed project would not have significant impacts on biological resources, including any sensitive plant or animal species, other wildlife, and sensitive habitat communities.
- The proposed project would not impact any cultural resources, historical resources, archaeological resources, unique geologic feature, or human remains.
- The proposed project should not result in any seismic ground shaking, liquefaction, soil erosion, landslides or any other geologic impacts.
- The proposed project would not result in exposure to hazardous waste or material.
- The proposed project would not impact hydrology or water quality.
- The proposed project would not impact natural resources such as fuel, energy, or minerals.
- The proposed project would not conflict with existing land use or planning and would not induce population growth or the need for housing.
- The proposed project would not result in any social or economic impacts.
- The proposed project would not impact access to public services or recreational facilities.
- The proposed project would not impact transportation or traffic patterns, utilities or services.
- The proposed project would not result in any increase in noise.

The proposed project would result in some environmental impacts; however, measures to minimize harm are included as part of the project that would reduce impacts to a level below significance. The project would ensure the stability of the structure which would therefore enhance the safety of SR-39.

Ron Kosinski
Deputy District Director, District 7
Division of Environmental Planning
California Department of Transportation
District 7- Los Angeles

Date

SCH #
07-LA-39-PM 22.46
EA: 4G7000

The proposed project would install an access road and rebuild the existing culvert bottom that crosses beneath State Route 39 at Brown's Gulch an intermittent stream in the Angeles National Forest, in Los Angeles County. The project has been proposed to rehabilitate the culvert invert structure in order to insure the stability of State Route 39.

Initial Study (IS)

Submitted Pursuant to: (State) Division 13. Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

March 24, 2003
Date of Approval

Ronald Kosinski

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7 – Los Angeles

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1 PROJECT PURPOSE AND NEED

1.1 Introduction

State Route 39 (SR-39), San Gabriel Canyon Road, is located in the Angeles National Forest just north of the City of Azusa in Los Angeles County. It is a two lane highway mainly used to access multi-use recreational areas within the National Forest. SR-39 runs north and south connecting State Route 2 (SR-2) and Interstate 210 (I-210).

The California Department of Transportation (The Department), Caltrans District 7, proposes to reconstruct the eroded culvert structure located on the west side of SR 39 in order to ensure its' stability. The culvert is located at the bottom of Brown's Gulch, which is an intermittent stream in the United States Angeles National Forest.

This focused Initial Study[1] will discuss the purpose and need of the project, project alternatives, environmental evaluation of resources in the project area, proposed measures to minimize harm, community involvement, and agency coordination. This document discusses these items pursuant to the requirements of the California Environmental Quality Act (CEQA) (Pub. Res. Code sec. 21080; Guidelines sec. 15002.).

1.2 Purpose

The purpose of the project is to reconstruct the culvert invert at the bottom of Brown's Gulch. The project would reconstruct the bottom of a 2.7 m diameter horseshoe shaped culvert invert approximately 180 m (600 feet) long. The invert has been scoured away due to high velocity stream flows, erosive material in the stream flow, and age.

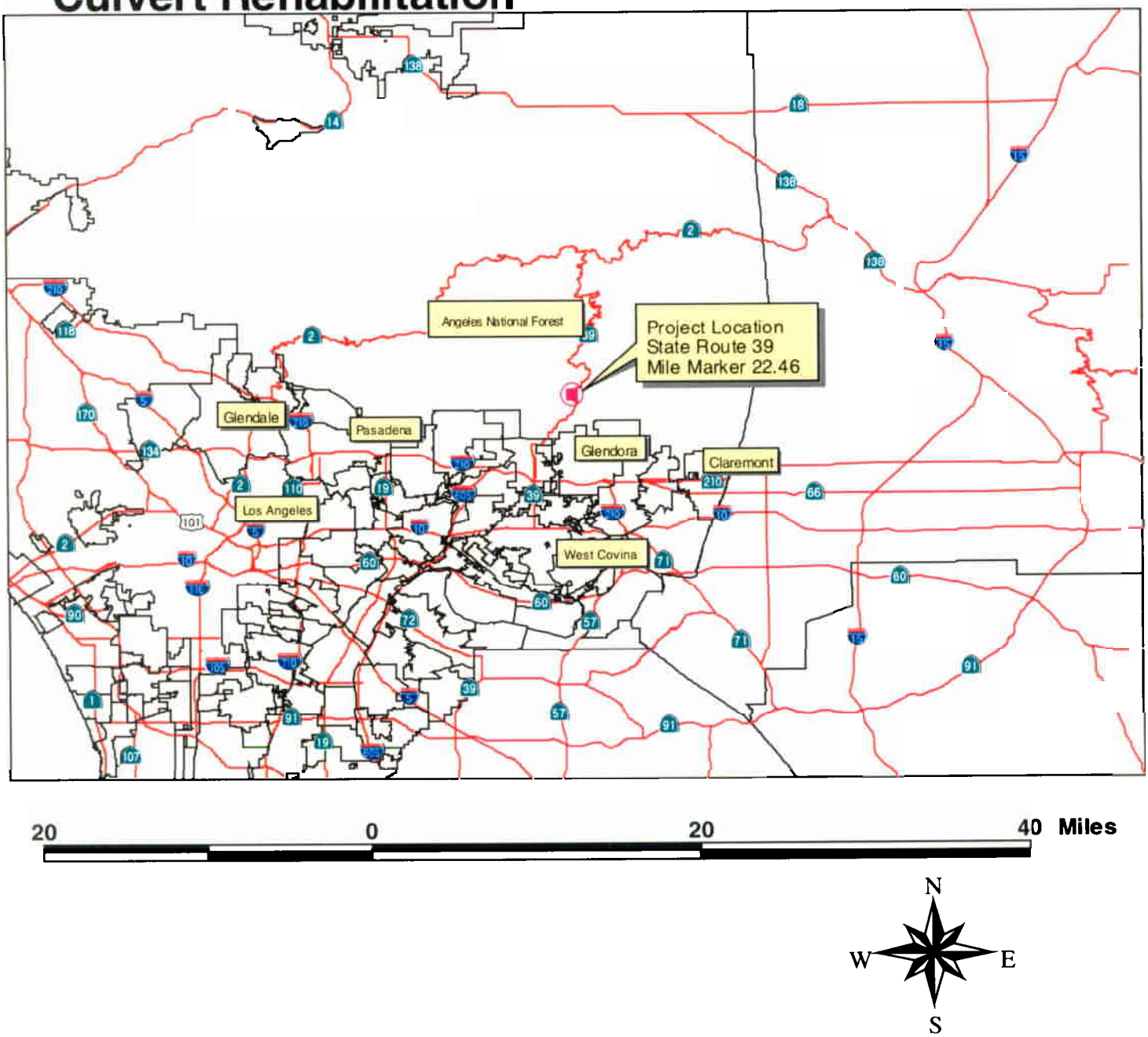
1.3 Need

The existing culvert bottom has been severely eroded by years of water flow which could possibly compromise the stability of the structure. The invert of the culvert has been scoured due to high velocity stream flows, erosive material in the streambed, and age. Approximately 75% of the total length of the invert has been scoured away and ground water seeps have been filling these areas. If the bottom of this structure is reconstructed the structure and highway would remain stable. Because this culvert is located under the highway and roughly 130 feet down into Brown's Gulch, the construction of an access ramp down the hillside is required in order to complete the culvert rehabilitation.

[1] A focused Initial Study (IS) is intended to be used in instances where a project would normally qualify for a categorical exemption, but is precluded from being categorically exempt due to the "exceptions to exemptions" (14 CFR 15300.2). In a case such as this, the IS is focused on the issue which precludes the project from exemption, while still considering possible impacts associated with other resources.

Figure 1- Project Location Map

Project Location Map
State Route 39 Brown's Gulch
Culvert Rehabilitation



2 DESCRIPTION OF PROPOSED PROJECT

2.1 No Project Alternative

The No Project Alternative would leave the culvert severely eroded. If scouring and erosion continues, the stability of the structure and the supported highway may be at risk.

2.2 Alternative 1

The Preferred Alternative would rebuild the existing culvert bottom. The project would involve several steps:

1. The construction of a permanent graded access road will be necessary to repair the culvert. The access road would follow the existing drainage system path where the roadway fill slope meets the natural slope, north of the culvert and west of SR 39 (See Figure 2).
2. Reconstruct the bottom of the 2.7 m (9 feet) diameter horseshoe shaped culvert, which is approximately 180 m (600 feet) long. The reconstruction of the new bottom would occur over the existing structure See Figure 3).
3. Prior to reconstructing the culvert bottom, the eroded gullies below the existing channel invert would need to be filled with rock in order to allow for subsurface drainage (See Figure 3).
4. Modification of the culvert entrance due to the change in the bottom invert is required (See Figure 3).
5. Restoration of an eroded fill slope that abuts the highway within the project area would also be incorporated in this project.
6. Clearing and grubbing of vegetation would be required as well as grading.
7. Surrounding disposal sites would be used to obtain necessary fill for the project.

The above mentioned permanent access road will not be paved. It would be hydro-seeded with native grasses and shrubs for the purpose of erosion control.

Figure 2 – View from the edge of the roadside looking down towards the culvert invert. Proposed location of the access path.

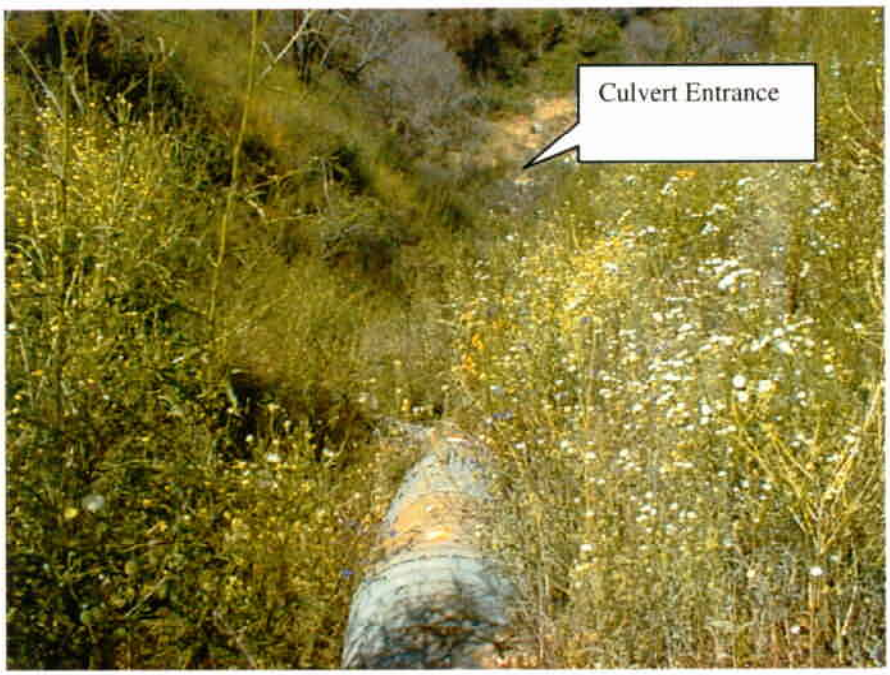
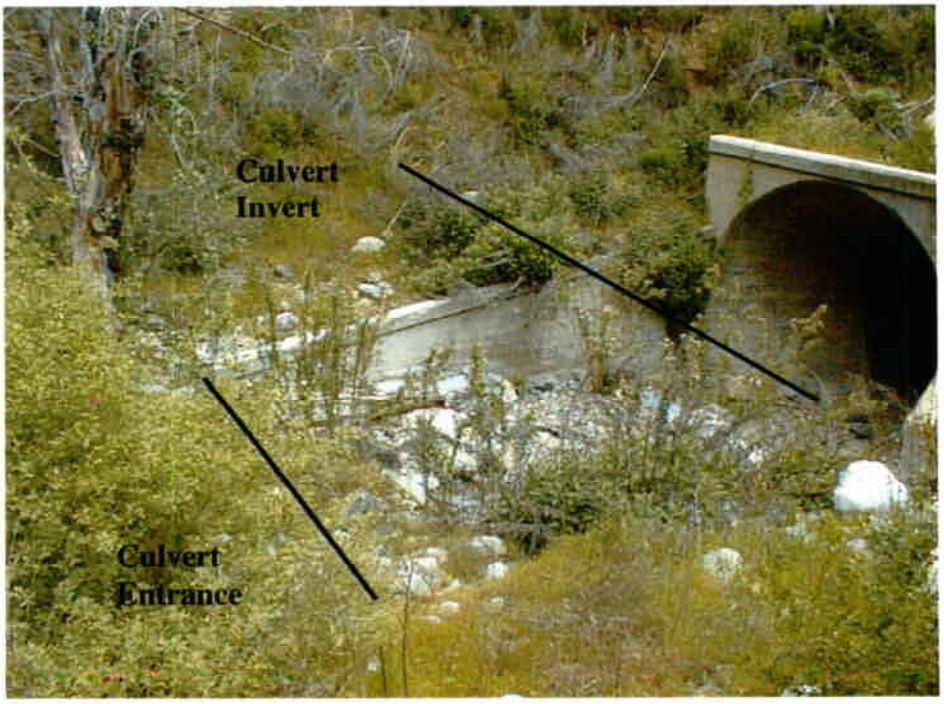


Figure 3 – View of the culvert entrance and invert.



2.3 *Alternatives Considered and Rejected*

Alternative 2

Alternative 2 includes the same steps as Alternative 1, however, instead of grading an access road, the access road surface would be paved. This alternative would not use standard-paving machines due to the steep incline. Non-standard paving methods would lead to greater difficulty and higher costs. This, along with greater environmental impacts associated with paving the access road, make this Alternative less desirable.

Alternative 3

Alternative 3 is similar to Alternative 1, but it does not provide for restoring the adjacent eroded slope. Without the restoration of the adjacent slope, the cost of the project would be reduced by $10,000. This alternative however, would not address concerns related to erosion control within the project limits. Erosion would continue under this alternative, and possibly further compromise the stability of the slope. The additional benefit for the minimal cost of erosion control attributed by the restoration of the adjacent slope make this Alternative less cost effective.

Alternative 4

Alternative 4 is similar to Alternative 1, but instead of putting concrete in the deep crevice areas, large boulders (1ft in diameter) would be placed in them with a layer of permeable material such as gravel placed over them. The invert (culvert bottom) would be reconstructed on top of these two layers. Materials Engineering and Testing Services (METS) of the Division of Engineering Services, Caltrans expressed concerns that this alternative would not provide enough structural integrity. This alternative was rejected as it would not address the purpose and need of the project.

2.4 *List of Permits/Approvals Required*

The following approvals or permits are required under the proposed project description:

- Approval from the United States Forest Service is required for this project because the project site is located in the Angeles National Forest. The United States Forest Service is the acting federal lead agency for this proposed project.
- A 404 Permit is required from the Army Corps of Engineers under the Clean Water Act for any dredge or fill activities that take place in jurisdictional Waters of the U.S.
- A 401 Permit is required from the Regional Water Quality Control Board as stated under the Clean Water Act.
- Coordination with the California Department of Fish and Game in regards to a 1601 Streambed Alteration agreement.
- Coordination with the U.S. Department of Fish and Wildlife in regards to possible mitigation requirements to avoid species impacts.

3 AFFECTED ENVIRONMENT

3.1 Physical Environment

The proposed culvert rehabilitation project site is on State Route 39 at KP 36.14 (PM 22.46), at Brown's Gulch, in the San Gabriel River Ranger District of the Angeles National Forest. The project site is north of the Morris Reservoir and southwest of the San Gabriel Reservoir. The project area is located at an elevation of 1,619 ft above Mean Sea Level (MSL).

Brown's Gulch is a small, moderately steep sided, bowl-like canyon or gulch which flows into the main San Gabriel Canyon from the west just below the San Gabriel Dam. It is approximately 130ft deep relative to the highway.

3.2 Biological Resources

Vegetation

The project area is rural and composed mostly of native vegetation. It is for the most part, dry, rocky, and shrubby. Inside Brown's Gulch at the mouth of the culvert there exists an intermittent stream.

The ecological community on the above mentioned west facing Brown's Gulch canyon side, where the proposed permanent access road is to be constructed, has recently burned. It now consists of an emerging Ceanothus Chaparral Habitat, intermixed with Coastal Scrub plants, annual grasses, riparian and other types of vegetation. Immediately adjacent to the natural slope drainage is a south facing canyon wall (Figure 2). Both areas of the project site include the following species of vegetation:

Coastal Scrub Species Present:
California Sage Brush (*Artemesia Californica*)
Golden Yarrow (*Eriophyllum conferiflorum*)
Laurel Sumac (*Malosma laurina*)*
Bush Monkey Flower (*Mimulus aurantiacus*)

Chaparral Species:
California Lilac (*Ceanothus thyrsiflorus*)**
Deer Brush (*Ceanothus intergerimus*)**
Birch-leaf Mountain Mahogany (*Cercocarpus betuloides*)*
California Ash (*Fraxinus dipetata*)
Saw-toothed Goldenbush (*Hazardia squarrosa*)*
Toyon (*Heteromeles arbutifolia*)
Chia (*Salvia columbariae*)**

Coastal Scrub/Chaparral Species:
California Buckwheat (*Eriogonum fasciculatum*)*
Deerweed (*Lotus scoparius*)
Hollyleaf Cherry (*Prunus ilicifolia*)*
Our Lord's Candle (*Yucca whipplei*)*

Grassland Species (Annual Grasses)
Wild Oats (*Avena fatua*)
Brome Grass (*Bromus diandrus*)

Riparian:
Mugwort (*Artemesia douglasiana*)

*These species are characteristic of Ceanothus Chaparral Communities
**Other Ceanothus and Salvia species are characteristic of Ceanothus Chaparral Communities

The disposal/borrow sites for needed fill material can be classified as mostly disturbed Chaparral communities, which lacks much vegetation since Caltrans drives heavy equipment to bring and take fill material to and from project sites. There is a mature coast live oak (*Quercus agrifolia*) at the borrow site located at PM 21.04.

Intermittent Stream

The intermittant stream that flows south at the base of Brown's Gulch is dry most of the year. The streambed is surrounded by riparian vegetation on both sides. This intermittent stream stems from four other intermittent streams which originate more than a mile northwest of the project site between Pine Mountain and Polecat Gulch. The stream then flows thru Brown's Gulch, continuing south through the culvert under the highway and into the main San Gabriel Canyon just below the San Gabriel Dam. The natural drainage that flows from the edge of the highway down to the culvert mouth also adds to this system.

4 ENVIRONMENTAL EVALUATION

Basic guidance for determining the significance of project impacts is given by Title 14 of the California Code of Regulations Section 15064, and the checklist below. These resources assist in identifying the need for mitigation requirement development in order to reduce possible project effects to a level of less than significant. It is with this evaluation that the decision to prepare an Initial Study was made.

The environmental factors checked below would be potentially affected by this project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☒ Biological Resources	☐ Cultural Resources	☐ Geology /Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

4.1.1 Discussion of Environmental Evaluation Question 4.1 – Aesthetics

This project proposes to install a permanent access ramp from the road elevation down a steep incline into Brown's Gulch terminating at the mouth of the existing culvert that requires maintenance. Most of the construction involved would not be visible from SR-39. The access ramp would be located on the west-side of SR-39 would be hydro-seeded with native vegetation once the rehabilitation of the culvert is completed. Therefore, there would be no visual impacts associated with the ramp construction. The addition of the access ramp would have a less than significant impact on the visual quality of the site because only a small portion of the access ramp would be visible from the roadside. The proposed project is not expected to create any new light or glare which would adversely affect day or nighttime views in the area.

4.1.2 Measures to Minimize Harm

Hydro seeding of the completed access ramp has been proposed to maintain the integrity of visual aesthetics in the area.

4.2 *AGRICULTURE RESOURCES*

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

4.2.1 Discussion of Environmental Evaluation Question 4.2 – Agricultural Resources

The project site is located within the U.S. Angeles National Forest. The land is zoned for open space; therefore, no impacts to agricultural land will occur.

4.2.2 Measures to Minimize Harm

None required.

4.3 *AIR QUALITY*

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

4.3.1 Discussion of Environmental Evaluation Question 4.3 – Air Quality

The proposed project is described as an HA – 42 (Protective Betterment) project and would not increase traffic or highway capacity. Therefore, there would be no long-term effects on air quality as a result of this project. No significant adverse air quality impacts would result from construction activities or operational activities associated with this project.

4.3.2 Measures to Minimize Harm

The following standard measures would be followed in order to ensure that the potential for any impacts to air quality would be reduced during construction:

- All clearing, grubbing, grading, earth moving, or excavation activities would cease during periods of high winds to prevent excessive amounts of fugitive dust.
- All trucks that haul excavated or grade materials on or off site would comply with the State Vehicle Code Section 23114.
- Active portions off -site and unpaved on-site or off-site (disposal sites) roads shall be periodically watered with environmentally safe dust suppressant to prevent excessive amounts of dust.
- On-site (including disposal site) vehicle speed shall not exceed 15 miles per hour.
- The contractor shall cease grading and excavation activities when wind speeds exceed 25 miles per hour and during Stage III Smog Alerts.

- Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications to maximize efficiency and minimize emissions.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

4.4.1 Discussion of Environmental Evaluation Question 4.4 – Biological Resources

a.) Listed and sensitive plant and animal species may have the potential to occur in the same general area as the project according to the State (CDFG) and Federal (USDAFS and USFWS) species list databases, and habitat model maps. However, there are no documented occurrences of any listed or sensitive plant or animal species within the project area itself. Biological surveys were conducted in 2001 and 2002. After evaluation and analysis, the field data and biological studies concluded

that all listed and sensitive plant and animal species, as well as their respective habitats were deemed absent from the project area.

Plants

STATE – CDFG California Natural Diversity Database (CNDDB)

- Robinson's pepper-grass (*Lepidium virginicum var robinsonii*)
- San Gabriel Mountains dudleya (*Dudleya densiflora*)
- many-stemmed dudleya (*Dudleya multicaulis)*
- thread-leaved broadiaea (*Brodiaea filifolia*)
- Plummer's mariposa lily (*Calochortus plummerae*)

FEDERAL – USDAFS Plant Habitat Models & USFWS Listed Species

- Braunton's milk vetch (*Astragalus brauntonii*)
- Nevin's barberry (*Berberis nevinii*)
- Thread-leaved brodiaea (*Brodiaea filifolia*)

Studies concluded that listed or sensitive plant species do not occur within the project area. No suitable habitat for these species was found within the project area. Indirect impacts to these species possibly occurring in adjacent areas are not anticipated. There is the possibility of transporting weeds and/or non-native plant seeds to the project area from the borrow sites. Measures to Minimize Harm would be implemented to reduce this risk. At borrow site #2 there exists a mature oak tree. Any kind of grade change can seriously damage an oak tree. Implementing suggested Measures to Minimize Harm should avoid impacts to this mature oak tree. The expected disturbances (noise and dust) to adjacent areas would be temporary and measures to minimize harm would be implemented. Therefore, the proposed action is not expected to impact any state or federally listed, or U.S. Forest Service sensitive plant species.

Birds

STATE – CDFG California Natural Diversity Database (CNDDB)

- None

FEDERAL – USDAFS Bird Habitat Models & USFWS Listed Species

- least Bell's vireo (*Virea bellii pusillus*)
- California gnatcatcher (*Polioptila californica californica*)
- southwestern willow flycatcher (*Empidonax traillii extimus*)
- bald eagle (*Haliaeetus leucocephalus*)

Loss of nesting sites, nesting habitat, and/or loss of nesting birds or eggs directly caused by vegetation clearing and construction activities, are possible project impacts. Noise associated with construction could result in an indirect impact by interrupting the communication process as well as the nesting and fledging success rates of nearby nesting and fledging birds. Studies concluded that listed

or sensitive bird species do not occur within the project area. These species respective habitats were also deemed absent from the project area.

Mammals

STATE – CDFG California Natural Diversity Database (CNDDB)

- Nelson's bighorn sheep (*Ovis canadensis nelsoni*)

FEDERAL – USDAFS Mammal Habitat Models & USFWS Listed Species

- None

Studies concluded that listed or sensitive mammal species in the area of the project site. No suitable habitat for these species was found within the project area. All potential disturbances (noise and dust) due to construction activities will be temporary and will be greatly reduced by the Measures to Minimize Harm. Therefore, no impact to any state or federally listed, or U.S. Forest Service sensitive mammal species would result from the proposed project.

Amphibians

STATE – CDFG California Natural Diversity Database (CNDDB)

- Coast range newt (*Taricha torosa torosa*)
- Mountain yellow-legged frog (*Rana muscosa*)

FEDERAL – USDAFS Amphibian Habitat Models & USFWS Listed Species

- arroyo southwestern toad *(Bufo microscaphus californicus*)
- California red legged frog *(Rana aurora draytoni)*

There are no document occurrences of any listed or sensitive amphibian species within the proposed project area. Studies concluded that listed and sensitive amphibian species, as well as their respective habitats, were deemed absent from the project area. Thus direct effects to the above referenced sensitive amphibian species is not anticipated. Indirect effects with regards to construction would not be anticipated either due to the lack of presence of these species. Implementing the planned Measures to Minimize Harm will minimize any noise, dust and impacts to water quality that might occur during construction.

Reptiles

STATE – CDFG California Natural Diversity Database (CNDDB)

- southwestern pond turtle (*Clemmy's marmorata pallida*)
- San Diego coast horned lizard (*Phryosoma coronatum blainvillei*)
- two-striped garter snake (*Thamnophis hammondi*)

Biological surveys were conducted in 2001 and 2002. They concluded that no listed or sensitive reptile species occur within the project area. Appropriate habitat for sensitive reptile species previously noted was also deemed absent. The measures to minimize harm will ensure that the proposed action does not adversely impact water quality, which in turn could affect reptiles. Noise and dust generated from construction activities will be temporary and is not expected to have impacts since no listed or sensitive reptile species occur within the project area.

Fish

STATE – CDFG California Natural Diversity Database (CNDDB)

- Arroyo chub (*Gila orcutti*)
- Santa Ana speckled dace *(Thinichthys osculus*)
- Santa Ana sucker (*Catostomus santaanae*)

FEDERAL – USDAFS Fish Habitat Models & USFWS Listed Species

- Arroyo chub (*Gila orcutti*)
- Santa Ana Speckled Dace (*Rhinichthys osculus*)

Biological surveys were conducted in 2001 and 2002. Studies concluded that no listed or sensitive fish species occur within the project area. Appropriate habitats were not present either. Impacts associated with noise, dust and possible impacts to water quality are not expected once Measures to Minimize Harm are implemented. Thus implementation of the proposed action will not result in the modification and/or loss of habitats potentially utilized by listed or sensitive fish species.

Habitats

STATE – CDFG California Natural Diversity Database (CNDDB)

- Southern California Arroyo chub/Santa Ana sucker stream
- Riversidian alluvial fan sage scrub
- Southern coast live oak riparian

The project area is comprised of an emerging Ceanothus Chaparral Habitat, intermixed with Coastal Scrub plants, annual grasses, riparian and other types of vegetation. This project is anticipated to impact less than 0.409 acres of Ceanothus Chaparral Habitat, and less than 0.31397 acres of Coastal Scrub Habitat, in the San Gabriel Mountains.

None of the above sensitive habitats are present within the project area. Therefore, no impacts to the above state listed or sensitive habitats would be a result of the proposed project.

b.) The proposed project would not have a substantial adverse effect on riparian or other sensitive habitat. The vegetation that would be removed as a result of this project would be mitigated for by implementing Measures to Minimize Harm. The

implementation of the outlined mitigation measures will result in the effects on the local habitat being less than significant.

c.) A wetland delineation was conducted at the project site on October 22, 2002. Two soil pits were dug near the culvert mouth (Site #'s 1 and 2 – See Appendix H). Site #1 did not exhibit hydric soils, wetland hydrology, or hydrophytic vegetation. It was thus concluded that Site #1 is not a State or Federal Wetlands. Site #2 did not exhibit hydric soils or hydrophytic vegetation. Wetland hydrology appeared to be present, and thus Site #2 may qualify to be a State Wetlands. The acreage of wetland loss or impact has been identified as being 0.1 acres. These impacts to wetlands are considered temporary since mitigation measures will restore and enhance the project site to at least its pre-construction habitat value.

d.) The proposed project area does not offer much value as a wildlife corridor because the culvert is approximately 600 ft. long and completely dark between the mouth and its end. The culvert bottom is badly eroded and has a 30 ft. drop off at the end. The project is not anticipated to pose a permanent impact to the movement of native resident or migratory fish or wildlife species since construction will only be temporary (4 months) and the culvert will only be rehabilitated, not blocked, altered, or removed.

e.) The project is located within the Angeles National Forest. Coordination with the Forest Service has been conducted to ensure the proposed project would not conflict with any policies or regulations pertaining to biological regulations.

f.) The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.4.2 Measures to Minimize Harm

Vegetation and Wildlife

- The vegetation that would be removed in order to create the access path will be hydro-seeded with native grasses and shrubs for the purpose of erosion control and vegetation replacement after construction. The following will be included in the hydro-seed mix:

deer weed (*Lotus scoparius*)	Mugwort (*Artemisia douglasiana*)
California sage brush (*Artemisia californica*)	California buckwheat (*Eriogonum fasciculatum*)
Toyon (*Heteromeles arbutifolia*)	Laurel sumac (*Malosma laurina*)
bush monkey flower (*Mimulus aurantiacus*)	Our lord's candle (*Yucca whipplei*)
deer brush (*Ceanothus intergerimus*)	Deer grass (*Muhlenbergia rigens*)
chia (*Salvia columbarriae*)	Parry's phacelia (*Phacelia parryi*)

- All native trees removed shall be replaced at a 10:1 ratio. Caltrans proposes to plant approximately:

  50 big leaf maple (*Acer macrophyllum*)

100 birch-leaf mahogany (*Cercocarpus betuloides*)
50 western sycamores (*Platanus racemosa*)
100 scrub oaks (*Quercus berberidifolia*)
100 arroyo willows (*Salix lasiolepsis*): Cuttings from the willows at the project site
50 white alder (*Alnus rhombifolia*)

- The top 6" upper crust/top soil of fill from the borrow sites shall be skimmed and stock piled at the borrow site, rather than being used as fill at the Culvert Rehabilitation Site. This will reduce any possibility of transporting weeds and/or non-native plant seeds to the Culvert Rehabilitation site, where the native vegetation hydro-seeding shall take place.
- Vegetation shall be cleared and grubbed only within the excavation and embankment slope lines at the culvert site. Adjacent canyons/hillsides and existing vegetation outside the areas to be cleared, grubbed, borrowed, filled, and graded will be avoided.
- The borrow sites shall be fenced to protect adjacent vegetation and hillsides. Impact to any adjacent vegetation, rocks, or terrain outside of the fenced area will be prohibited. These fences shall be approved by a District Biologist prior to removal of any fill.
- If plant species outside the permanent impact area must be cleared, they shall be cut above ground to allow for re-sprouting.
- The area adjacent to the existing oak tree at borrow site #2 will be excavated; there is no proposed embankment at this location. Excavation will be limited to areas outside the drip line, plus 1/3 of the radius of the drip line and outside of any visible roots. Said excavation will have a slope of 2:1 or flatter away from the tree. Furthermore, the oak shall also be fenced 3 feet (1m) beyond the drip line. No soil or vegetation disturbance shall take place within the fenced area. All these activities shall also be coordinated with both the Division of Environmental Planning and the Office of Landscape Architecture.
- Since construction is scheduled to take place within the bird-nesting season (March 1st – September 1st), all affected vegetation shall be cut above ground prior to the nesting season in order to prohibit the initiation of nesting.
- If any sensitive biological resources are found during construction, all activities shall cease until the district biologist and the appropriate resource agencies are contacted to review options. A district biologist will survey the appropriate areas for nesting birds a minimum of once every ten days. The surveys will concentrate on areas where there are adjacent trees, where nesting birds are potentially located. If nesting birds are found, the area shall be flagged and a buffer zone will be established where work would be prohibited.
- The omission of pile driving activities will minimize any effect from construction noise on any State or Federal Listed or U.S. Forest Service Sensitive bird species.

Wetlands

- In addition to the proposed revegetation listed above, a concentrated area of mugwort hydroseeding would take place at the toe of the canyon where it is currently the dominant vegetation at this location.

Water Quality

- All work will be conducted outside of the rain season (Oct 1st – March 30th), except for the cutting of the above mentioned potential nesting vegetation which will be done prior to February 15th.
- Best storm water pollution control management practices will be implemented to protect the Construction Zone from local flooding and to prevent contaminated runoff or prevent excessive silt and other erosion from entering the Culvert or any other drainage. Sandbag barriers, check dams, sediment traps, and other erosion control measures will be provided as needed, with the understanding that all must be placed inside the project area (study area or "footprint"). If any devices must be placed outside the project area, a re-evaluation may be necessary.
- Raw cement/concrete or washings thereof, asphalt, paint, oil/other petroleum products, or any other substances which could be hazardous to aquatic life, resulting from project related activities, shall be prevented from contaminating the soil and/or entering the culvert or any drainages.
- A Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Plan (WPCP) will be developed and implemented for the project including above items as required during the year. The SWPPP permit will be required from the Regional Water Quality Control Board.
- Erosion control will be provided as stipulated above.
- The following permits will be obtained through coordination with the appropriate agency:
    - 1601 Streambed Alteration Agreement (California Department of Fish and Game)
    - 404 Permit (U.S. Army Corps of Engineers)
    - 401 Permit (California Regional Water Quality Control Board)

  All provisions required by these permits will be incorporated into the project specifications, and a mutually acceptable mitigation plan will be prepared. Coordination with these agencies shall be ongoing to ensure that impacts to the drainage, perennial stream, and riparian vegetation are adequately mitigated.

Construction Site: Dust, Equipment, and Litter

- At the start of each workday before moving mechanical equipment, the contractor and maintenance personnel shall look under equipment for animals (reptiles, amphibians, and mammals) that may use the equipment for cover.
- Maintenance and construction equipment shall be checked and maintained daily by the contractor so as to prevent leaks or other potential contamination problems.
- At the end of the day when operations are complete debris or trash shall be removed from the work area and properly disposed of by the contractor. All personnel working within the project area will follow all litter and pollution laws.
- The contractor shall apply water or dust palliative to graded areas for the alleviation or prevention of dust nuisance.
- There shall be daily removal of any dirt that spills onto the paved roads.

- The contractor shall require the covering of all haul trucks.
- Construction storage will be in a designated non-sensitive area. Construction equipment will be stored outside of the channel (defined as top of slope to top of slope), away from the stream banks. No equipment maintenance will be performed in the streambed.
- The perimeter of the construction area will be fenced and flagged to prevent damage to the adjacent area.
- Pre-construction surveys will be conducted to determine the presence or absence of State/Federal Listed species or U.S. Forest Service Sensitive Species likely to occur in the area. If any sensitive species are found, protective measures will be developed in coordination with the appropriate resource agencies to protect these species.
- To avoid impacts to sensitive wildlife species in surrounding areas, construction activities will be limited to daylight hours.
- To avoid impacts to sensitive wildlife species in surrounding areas, construction areas will not be lighted during non-daylight hours.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

4.5.1 Discussion of Environmental Evaluation Question 4.5 – Cultural Resources

The culvert at Browns' Gulch was built in April 1932. The structure is not listed on the National Register of Historic Places. The Historical Property Survey Report (HPSR) dated March 8, 2001, confirmed that the culvert structure did not have architectural or historic features which would make it eligible for the National Register. No known archaeological resources would be affected by the proposed project. This determination was made after an archaeological records search at the South Central Coastal Information Center of the California Historical Resources Information System at the California State University, Fullerton, a Forest Service records search, a field reconnaissance visit, and a review of Caltrans files was completed. There would be no known historical or cultural resource impacts associated with the proposed project.

4.5.2 Measures to Minimize Harm

Should subsurface archaeological materials, cultural materials or human remains be encountered during construction activities, Caltrans' cultural resources policy requires that work be halted immediately in the area of the find(s) until they can be evaluated by a qualified archaeologist (Caltrans Environmental Handbook, Volume 2, Chapter 7, Section 7-8).

4.6 *GEOLOGY AND SOILS*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

4.6.1 Discussion of Environmental Evaluation Question 4.6 – Geology and Soils

The project site is located in the San Gabriel Mountains, which is part of the Transverse Ranges Geomorphic Province. The rock outcrops in the area display predominately gray-black banded gneiss or metamorphic rock. Soils covering the rocks are usually very thin. There is no known earthquake fault crossing the site. The closest earthquake

fault is the Sierra Madre – Raymond Hill Fault system, located approximately 13.5 km southwest of the site. Seismic ground shaking could possibly cause some structural damage to the culvert. Rock fall due to ground shaking could occur as well. However, since reconstruction of the bottom of the existing culvert would be confined, this earthquake phenomenon does not represent any hazard to the site.
Potential seismic hazard of ground rupture or liquefaction of the site is unlikely.
The construction of this project would not be precluded by any geological or geotechnical conditions. This project would have no adverse effect on the existing environmental conditions.

4.6.2 Measures to Minimize Harm

- Embankment construction should conform to Section 19 of the Standard Specifications.
- The use of artificially contrived (geosynthetic) soil or earth reinforcement is recommended.

4.7 *HAZARDS AND HAZARDOUS MATERIALS*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

4.7.1 Discussion of Environmental Evaluation Question 4.7 – Hazards and Hazardous Material

There is no potential of hazardous waste contamination or aerially deposited lead (ADL) contaminated soil due to the low Average Daily Traffic (ADT) on SR-39. All fill material required for this project would be retrieved from local disposal sites, which are comprised of native material that falls onto the roadway from adjacent slopes. This should ensure that no hazardous material would be brought in from an outside source. Therefore, no hazardous waste impacts associated with the proposed project are expected.

This proposed project is located within the U.S. Forest Service. While wildland fires in this setting are a possible threat, the actions under this proposed project would not significantly increase the risk of loss, injury or death as a result of wildland fires. Therefore, adjacent urbanized areas or residences are not at a greater risk as a result of the proposed actions.

4.7.2 Measures to Minimize Harm

The following measures will be followed to further enhance safety during construction:

- A fire prevention and control program will be established that limits activity in and adjacent to flammable vegetation. A full water truck should be available should a fire occur within the project area.
- Should excavation reveal unknown potentially hazardous materials, Caltrans' policy requires work to halt in the vicinity until the area in question is investigated and proper mitigation is proposed.

4.8 *HYDROLOGY AND WATER QUALITY*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

4.8.1 Discussion of Environmental Evaluation Question 4.8 – Hydrology and Water Quality

This project involves the maintenance of an existing culvert drainage. Maintaining this culvert would uphold any current water quality standards or waste discharge requirements. Groundwater supplies or recharge would not be impacted by the proposed project. The same drainage pattern of the site would remain, reducing the likelihood of substantial erosion or siltation on- or off-site. Maintaining the culvert would also result in full utility of the drainage capacity for the planned drainage system in the area. No significant amount of excess runoff would be created as a result of the proposed project; therefore, there would be no impact to the capacity of the existing or planned stormwater drainage system.

Brown's Gulch is an intermittent stream, which is dry several months out of the year. The proposed project is located in a non-flood hazard area. Therefore, no impacts associated with flooding would result from the proposed project. Inundation by seiche, tsunami, or mudflow is not expected.

4.8.2 Measures to Minimize Harm

- All work will be conducted outside of the rainy season (Oct 1 – March 30). If it rains during the construction period, construction shall be halted until flows subside to prevent adverse water quality impacts.
- Best Management Practices will be implemented to protect the project area from local flooding and to prevent contaminated runoff or excessive silt and other sediment from entering the culvert or any other drainage. Sandbag barriers, check dams, sediment traps, and other erosion control measures will be provided.
- Raw cement/concrete or washings thereof, asphalt, paint, oil/other petroleum products, or any other substances which could be hazardous to aquatic life, shall be prevented from contaminating the soil and/or entering the culvert or any drainages.
- A Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan is required. This plan should incorporate recommendations and approval from the Regional Water Quality Control Board (RWQCB). These plans will be submitted to the Resident Engineer (RE) for approval.
- The recommendations given by the administers of the following permits will be required as part of the SWPPP for this project:

    1.) Section 401 Permit of the Clean Water Act administered by the California Regional Water Quality Control Board
    2.) Section 404 Permit of the Clean Water Act administered by the U.S. Army Corps of Engineers
    3.) 1601 Streambed Alteration agreement administered by the California Department of Fish and Game

4.9 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

4.9.1 Discussion of Environmental Evaluation Question 4.9 – Land Use Planning

The proposed project location is within the U.S. Angeles National Forest. Caltrans is working closely with the U.S. Forest Service in order to make sure this project is consistent with Angeles National Forest future plans. The existing land use of the area is designated as Open Space. The reconstruction of this culvert would be consistent with the Angeles National Forest Land and Resource Management Plan. It would not physically divide an established community, nor does it conflict with any land use plan, policy or regulation of any agency with jurisdiction over the project. The proposed project does not conflict with any applicable habitat conservation plan or natural community conservation plan.

4.9.2 Measures to Minimize Harm

None Required.

4.10 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

4.10.1 Discussion of Environmental Evaluation Question 4.10 – Mineral Resources

The proposed project would install an access road and rebuild the existing culvert bottom. No mining activities have taken place within the project area as it is zoned as Open Space; therefore, there are no known mineral resources or mining activities that would be impacted by this project.

4.10.2 Measures to Minimize Harm

None required.

4.11 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

4.11.1 Discussion of Environmental Evaluation Question 4.11 – Noise

No activities that would expose persons or result in the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, are expected to result from the proposed project.

Construction of this project would require the use of heavy equipment with high noise level characteristics. Typically, construction equipment ranges from concrete mixers and generators producing noise levels in the 80-decibel range from the source to jackhammers at over 90 decibels. No pile drivers would be used for this project.

Construction activities under the proposed project would be the loudest single noise source in the vicinity of the project during the completion of the access ramp and the culvert

rehabilitation. This noise source would be temporary; therefore, it would not be considered significant. Noise impacts associated with grading and paving activities are not anticipated.

4.11.2 Measures to Minimize Harm

No measures are required, as noise impacts would be temporary; however, construction activities will be limited to daylight hours to further minimize impacts to nearby wildlife species.

4.12 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

4.12.1 Discussion of Environmental Evaluation Question 4.12 – Population and Housing

The proposed project would install an access road and rebuild the existing culvert bottom. There would be no population growth or displacement of housing associated with this project.

4.12.2 Measures to Minimize Harm

None required.

4.13 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

4.13.1 Discussion of Environmental Evaluation Question 4.13 – Public Services

No service ratios, response times or other performance objectives for any of the public services listed would be impacted by the proposed culvert maintenance project.

4.13.2 Measures to Minimize Harm

None required.

4.14 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

4.14.1 Discussion of Environmental Evaluation Question 4.14 – Recreation

The proposed maintenance of an existing culvert would not impact any recreational facilities in terms of increased use, nor would the project require new or the expansion of such facilities.

4.14.2 Measures to Minimize Harm

None required.

4.15 TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

4.15.1 Discussion of Environmental Evaluation Question 4.15 – Transportation/Traffic

The proposed project would install an access road and rebuild an eroded culvert bottom, and would have no impacts to transportation or traffic in the area. During construction standard lane closures would be required.

4.15.2 Measures to Minimize Harm

SR – 39 Highway is more heavily traveled on weekends. In order to minimize the possibility of traffic increases during construction of the access ramp, construction will take place only on weekdays.

4.16 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the projects' projected demand in addition to the providers' existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

4.16.1 Discussion of Environmental Evaluation Question 4.16 – Utility and Service Systems

This proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. No new water, stormwater drainage or wastewater treatment facilities or expansion of existing facilities, which would result in significant environmental effects would be required. The project would not increase the need for water supplies, disposal needs or water capacity facilities. No solid waste would be generated from the proposed project.

4.16.2 Measures to Minimize Harm

None required.

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

4.17.1 Discussion of Environmental Evaluation of Question 4.17 – Mandatory Findings of Significance

The proposed project would install an access road and rebuild the existing culvert bottom. The project does not have the potential to degrade the quality of the environment nor does it have the potential to significantly impact fish habitat, species population, or eliminate important examples of the major periods of California history or prehistory. Cumulative impacts would not apply. The project location is in the Angeles National Forest, which has limited development projects in the adjacent area, this lack of development influences the lack of potential for cumulative impacts. Adverse effects to human beings would not result from this project.

4.17.2 Measures to Minimize Harm

None required.

5 CONSULTATION AND COORDINATION

5.1 Scoping

Under the California Environmental Quality Act (CEQA), there is no formal scoping requirement for projects that require the preparation of an Initial Study (IS). A 30-day scoping period was provided in order to allow agencies, government officials and local community members an opportunity to voice their concerns and interests in the proposed project. A Notice of Scoping/Initiation of Studies was sent to involved agencies, government officials and local residents (See Appendix D). An opportunity for a public hearing if requested was included in this announcement. A public hearing was not requested. The deadline for comments to be received was March 20, 2002. No comments were received after the deadline date. All comments received have been taken into consideration during the preparation of this Initial Study (See Appendix E).

5.2 Coordination with Resource Agencies

Caltrans has coordinated with the California Department of Fish and Game, the U.S. Army Corp of Engineers, the Regional Water Quality control Board, and the U.S. Forest Service about the possible impacts associated with this proposed culvert rehabilitation. Since this is a state funded project on a State Highway, the USDA Forest Service (not the Federal Highway Administration, FHWA) is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). The USDA Forest Service will also act as the federal nexus between Caltrans and the U.S. Fish and Wildlife Service. Further coordination with the above listed resource agencies will take place through the permitting process and through construction.

6 LIST OF PREPARERS

Adam Sriro Associate Archaeologist	Cultural and Archaeological Review November 29, 2001
Claudia Harbert Associate Environmental Planner	Negative Historic al Property Survey Report March 8, 2001
George T. Ghebranious Senior Transportation Engineer	Hazardous Waste Assessment January 28, 2002
Eduardo Aguilar Environmental Planner	Natural Environmental Study Report August 21, 2002
Timothy Tieu Senior Hydraulic Engineer	Hydraulic Study Report July 26, 2002
Paul Caron Office Chief, Division of Environmental Planning	Document Preparation
Amy Pettler Environmental Planner	Document Preparation

7 LIST OF APPENDICES

Appendix A	Preliminary Design Layouts
Appendix B	List of Acronyms
Appendix C	Summary of Measures to Minimize Harm
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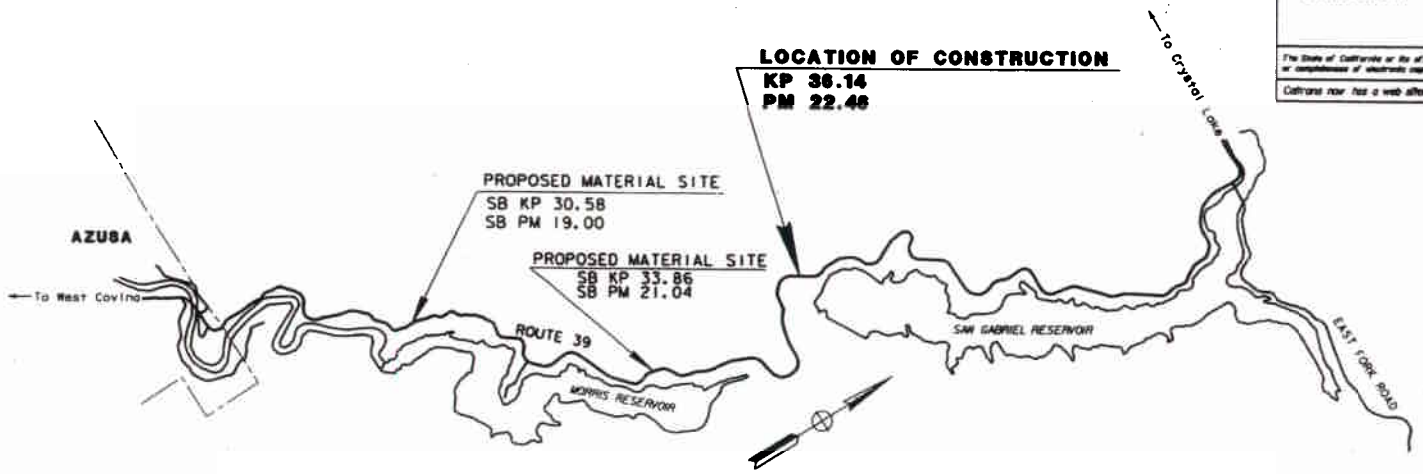
INDEX OF SHEETS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN LOS ANGELES COUNTY
ABOUT 7.5 KILOMETERS NORTH OF AZUSA
AT 0.5 KILOMETER NORTH OF PEJSA CANYON BRIDGE

To be supplemented by Standard Plans dated July, 1999

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	39	36.14		



Metric

X-XX-XX
Project Engineer Date
Registered Civil Engineer

CHARLES CHILIPALA C47149 Exp. 12/31/03 CIVIL

Plans Approval Date

The Contractor shall possess the Class (or classes) of license as specified in the "Notice to Contractors".

NO SCALE

PROJECT REPORT, ATTACHMENT 2

Contract No. 07-4G7004

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

CU 07608 EA 4G7001

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	39	36.14		

REGISTERED CIVIL ENGINEER — CHARLES CHLIPALA 47149 12/31/07 CIVIL — STATE OF CALIFORNIA

PLANS APPROVAL DATE

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Metric

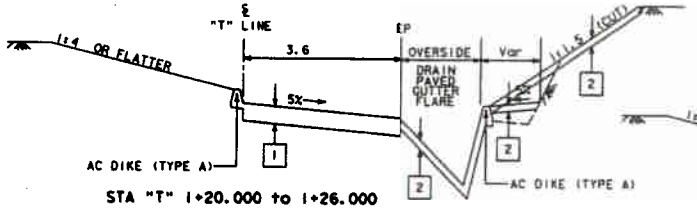
NOTES:

1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO THE TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. FOR EXACT LOCATIONS OF AC DIKE, SEE LAYOUT SHEET.

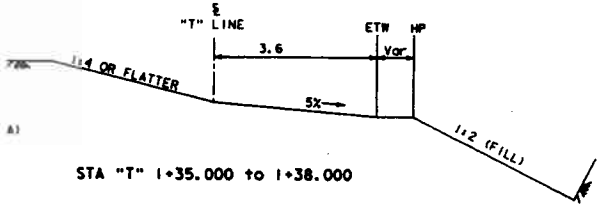
TYPICAL STRUCTURAL SECTIONS

[1] 195 mm AC (TYPE A)

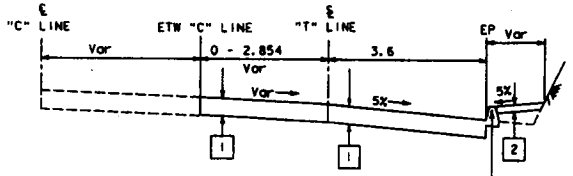
[2] 75 mm AC (MISCELLANEOUS AREAS)



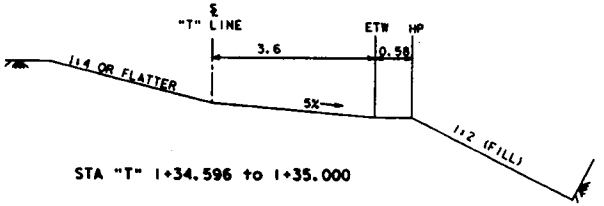
STA "T" 1+20.000 to 1+26.000



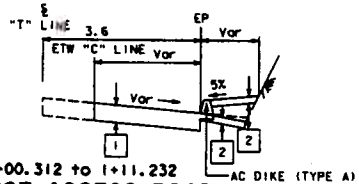
STA "T" 1+35.000 to 1+38.000



STA "T" 1+11.232 to 1+20.000



STA "T" 1+34.596 to 1+35.000



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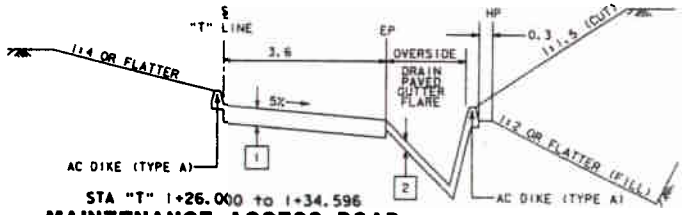
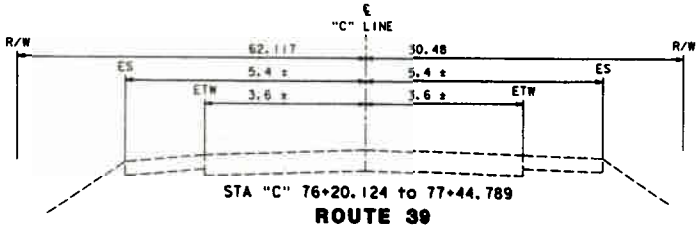
MAINTENANCE ACCESS ROAD



STA "T" 1+26.000 to 1+34.596

MAINTENANCE ACCESS ROAD



STA "C" 76+20.124 to 77+44.789

ROUTE 39

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

Attachment 3a

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
PROJECT ENGINEER: CHARLES CHLIPALA
CALCULATED/DESIGNED BY
CHECKED BY
DATE REVISED
REVISED BY
DATE

LAST REVISION 00-00-00 DATE PLOTTED =>DATE TIME PLOTTED =>TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE =>REQUEST

CU 07608 EA 4G7001

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	39	36.14		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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CHARLES CHLIPALA 47149 12/31/07 CIVIL REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

DATE	REVISED BY	DATE REVISED

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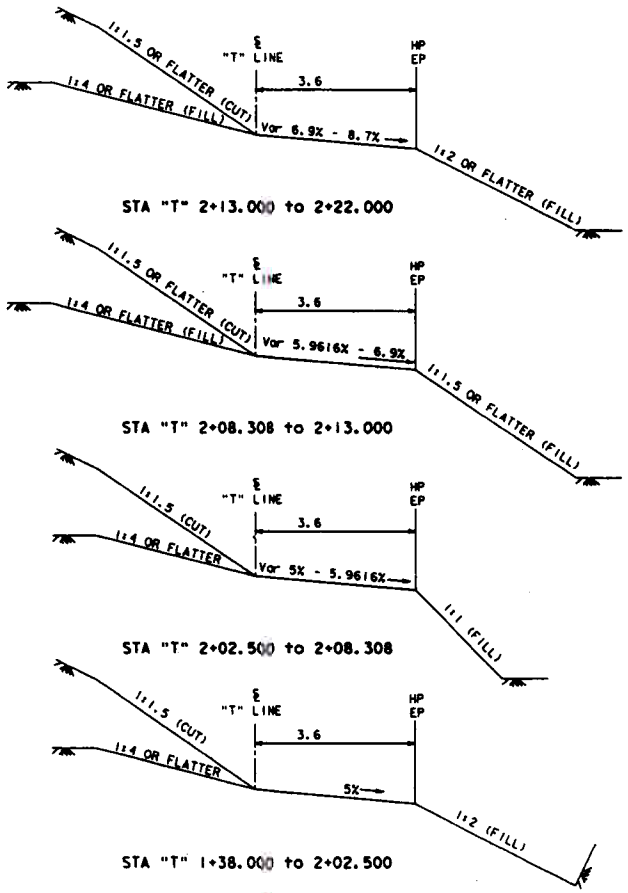
CHECKED BY

PROJECT ENGINEER

CHARLES CHLIPALA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans MAINTENANCE DESIGN



MAINTENANCE ACCESS ROAD

ALL DIMENSIONS ARE IN METERS
UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

Attachment 3a

X-2

DATE PLOTTED => 00-00-00
TIME PLOTTED => 07:16

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DGN FILE => BRIDGEST

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EA 4G7001

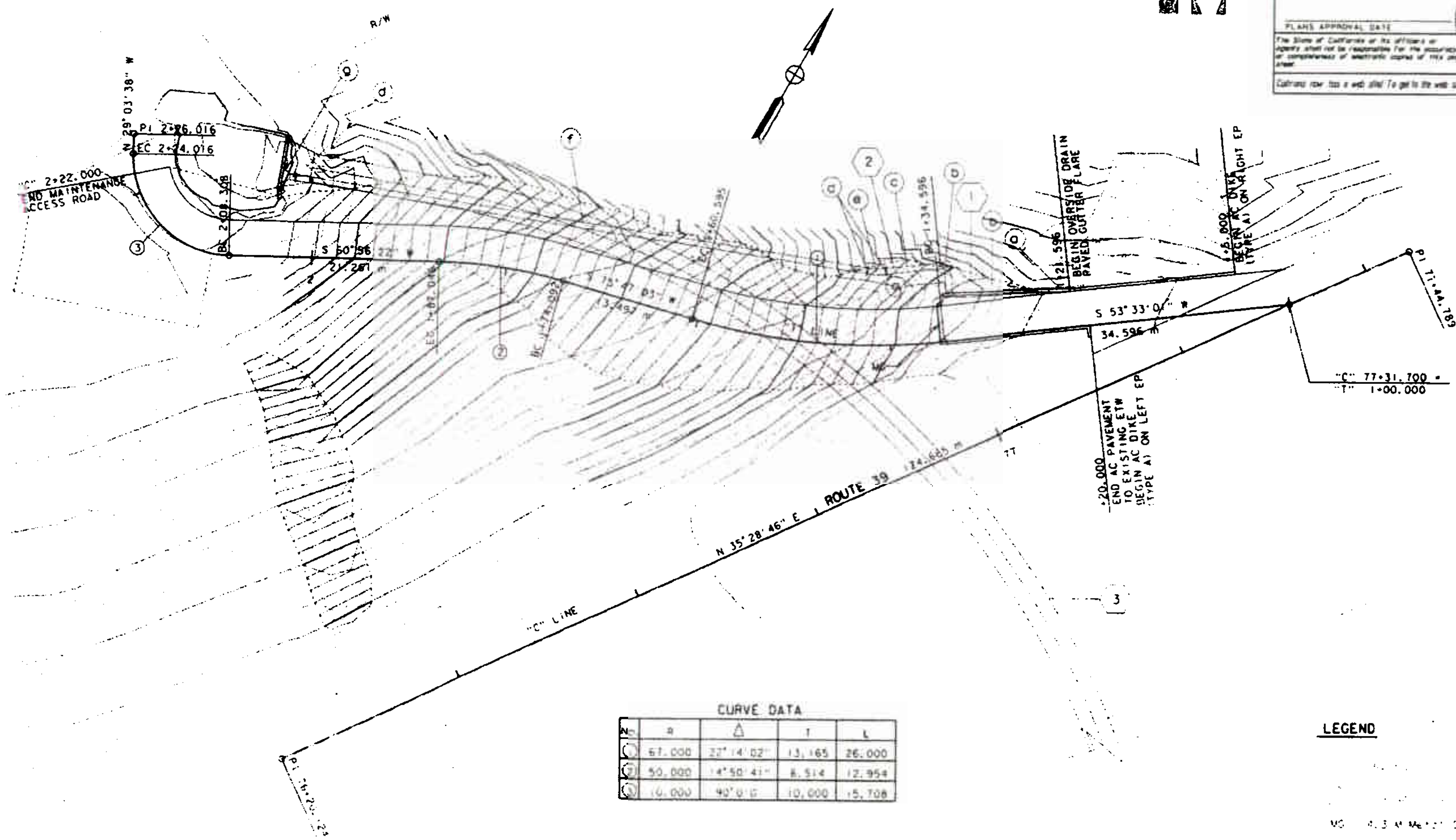
NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	39	36.4		

REGISTERED CIVIL ENGINEER

CHARLES CHLIPALA 47149 12/31/07 CIVIL

PLANS APPROVAL DATE



CURVE DATA

No.	R	Δ	T	L
1	67.000	22°14'02"	13.165	26.000
2	50.000	14°50'41"	6.514	12.954
3	10.000	90°0'0"	10.000	15.708

LEGEND

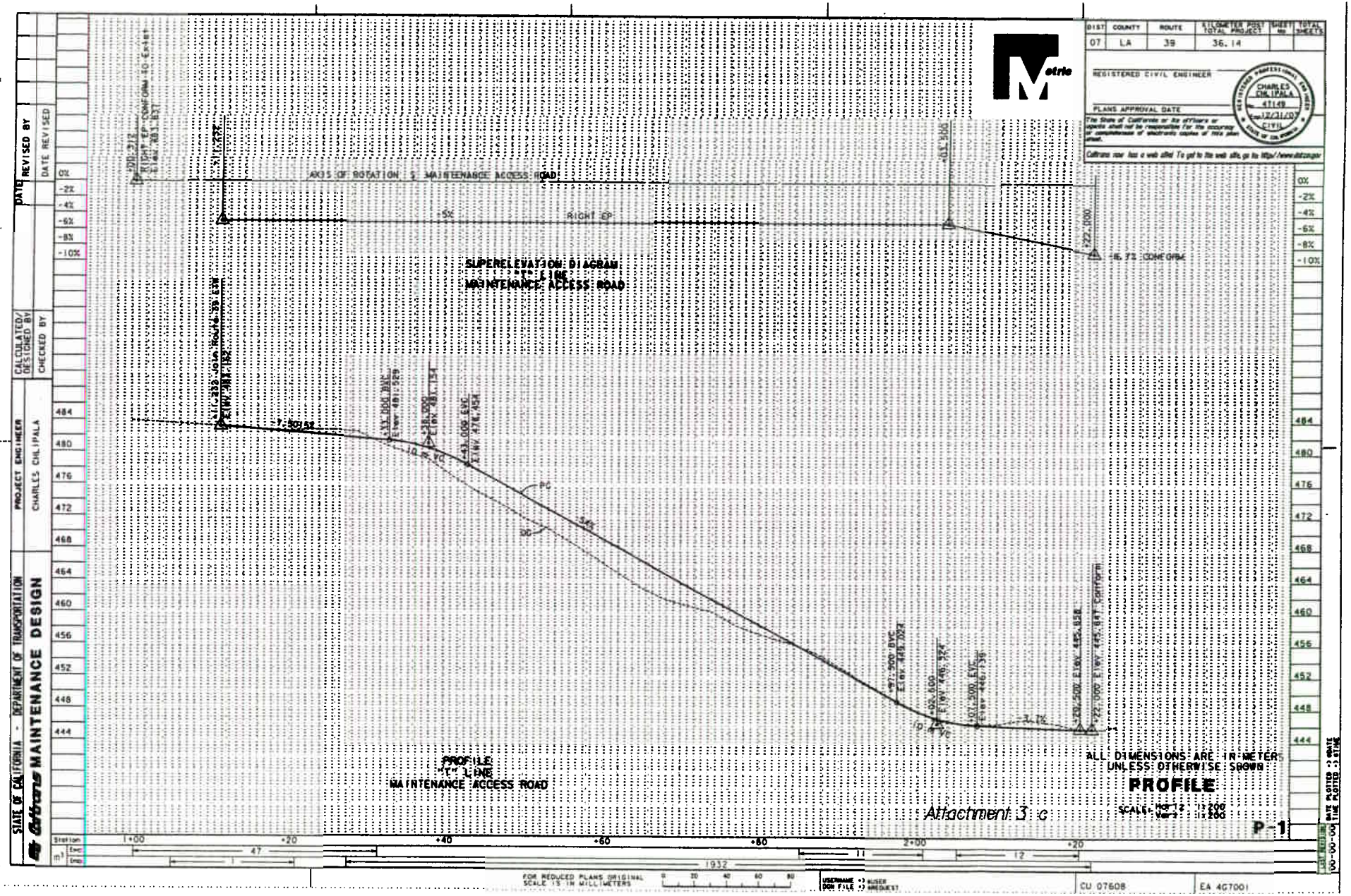
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans MAINTENANCE DESIGN

PROJECT ENGINEER: CHARLES CHLIPALA

CALCULATED/DESIGNED BY | CHECKED BY | DATE | REVISED BY | DATE REVISED

LAYOUT L-1



Attachment 3 c

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	39	36.14		

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PLANS APPROVAL DATE — 12/31/07

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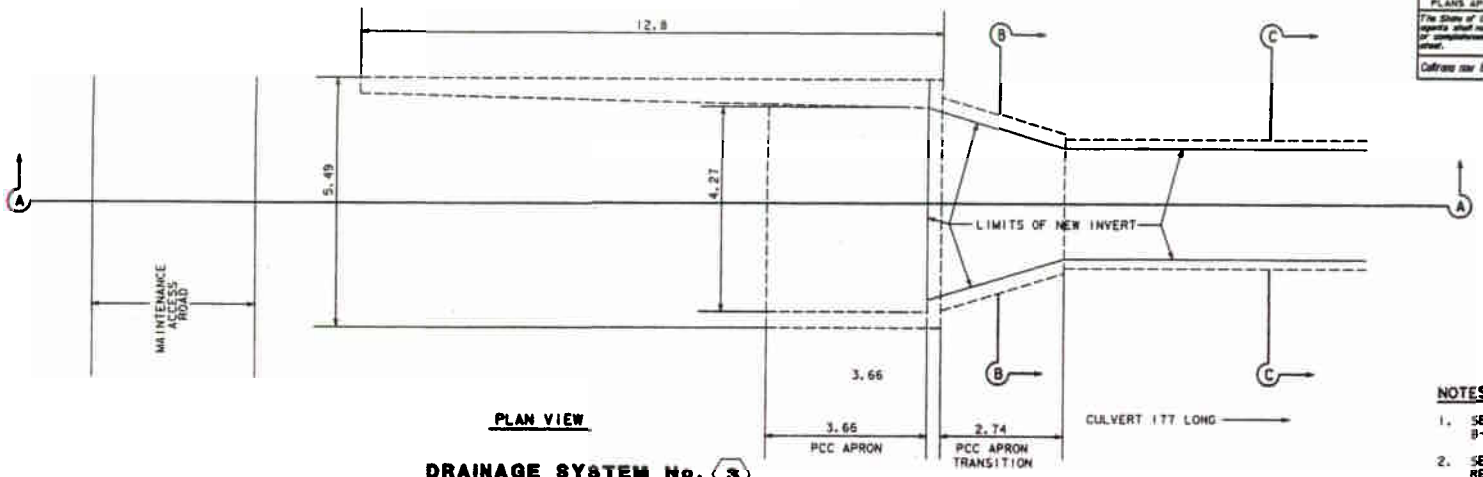
Metric

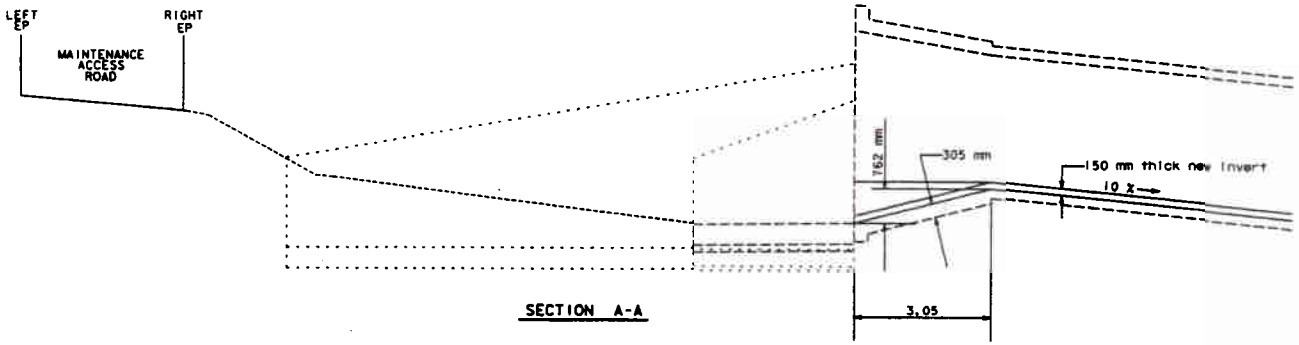


PLAN VIEW

DRAINAGE SYSTEM No. 3

NOTES

1. SEE SHEET D-4 FOR SECTION B-B AND SECTION C-C.
2. SEE SECTION C-C FOR REINFORCEMENT DETAILS AND CONCRETE STRENGTH INFORMATION.



SECTION A-A

DRAINAGE SYSTEM No. 3

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DRAINAGE DETAILS

SCALE 1:50

Attachment 4, sheet 1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN

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TIME PLOTTED => %TIME

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	39	36.14		

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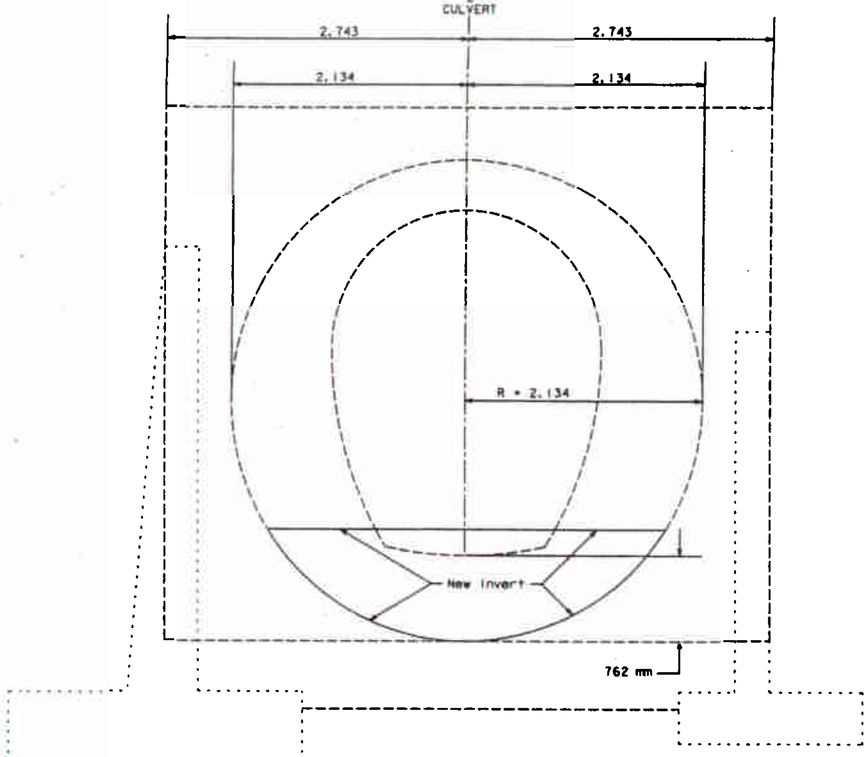
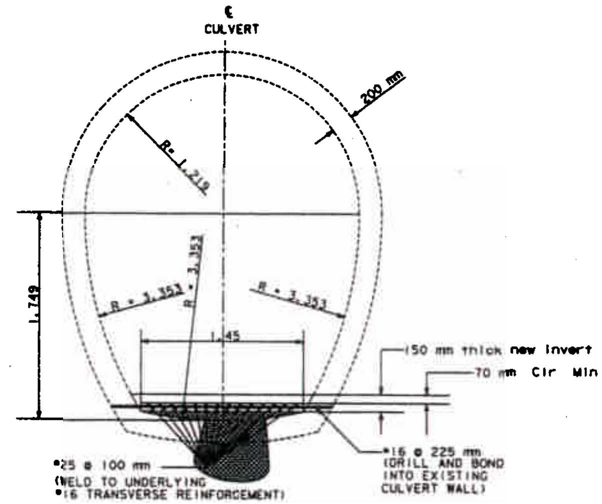


SECTION B-B



SECTION C-C

CONCRETE STRENGTHS

- STRUCTURAL CONCRETE (INVERT PAVING) (45 MPa at 28 Days)
- STRUCTURAL CONCRETE (INVERT PAVING) (35 MPa at 28 Days)

DRAINAGE UNIT No. 3

DRAINAGE DETAILS

SCALE 1:20

Attachment 4, Sheet 2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CHARLES CHLIPALA	CHECKED BY		DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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LAST REVISION 00-00-00 DATE PLOTTED => $DATE TIME PLOTTED => $TIME

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	39	36.14		

REGISTERED CIVIL ENGINEER

CHARLES CHLIPALA 47149 12/31/07 CIVIL

PLANS APPROVAL DATE

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DATE	REVISED BY	DATE REVISED

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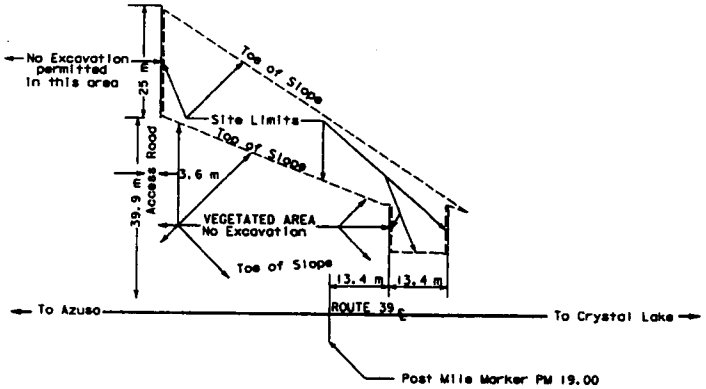
PROJECT ENGINEER

CHARLES CHLIPALA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans MAINTENANCE DESIGN

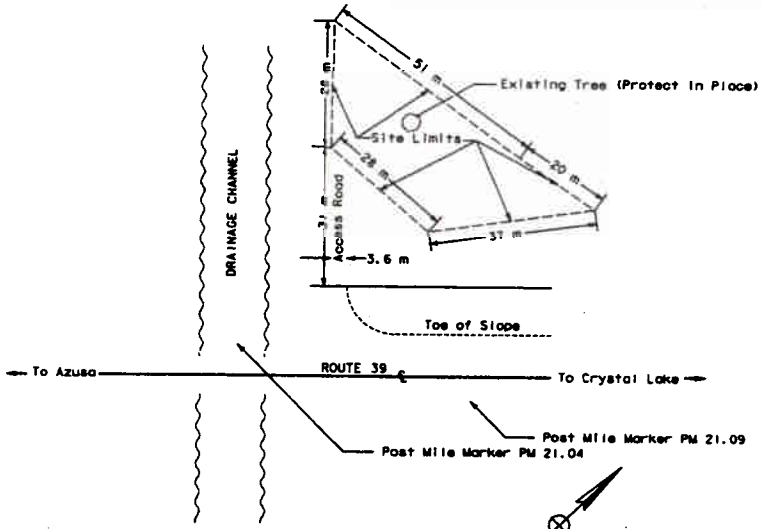


MATERIAL SITE PLAN
LA-39 KP 30.58 (PM 19.00)

Surface Area = 1170 m2

Depth of Slough Deposited = 3 m +

Estimated Volume = 3500 m3



MATERIAL SITE PLAN
LA-39 KP 33.86 (PM 21.04)

Surface Area = 1300 m2

Depth of Slough Deposited = 0.9 m +-

Estimated Volume = 1060 m3

MATERIAL SITE PLAN

SCALE 1:500

ATTACHMENT 5

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME -> DUSER

DGN FILE -> DPROJECT

CU 07608

EA 4G7001

DATE PLOTTED -> 00-00-00

TIME PLOTTED -> 07:00

Appendix B List of Acronyms

List of Acronyms

ADL	Aerially deposited lead
ADT	Average Daily Traffic
CALTRANS	California Department of Transportation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
FT	Feet
FHWA	Federal Highways Administration
EA	Expenditure Authorization
HCP	Habitat Conservation Plan
HPSR	Historical Property Survey Report
IS	Initial Study
M	Meter
METS	Materials Engineering and Testing Services
MSL	Mean Sea Level
NCCP	Natural Community Conservation Plan
PM	Post Mile
RE	Resident Engineer
RWQCB	Regional Water Quality Control Board
SCH	State Clearinghouse
SWPPP	Storm Water Pollution Prevention Plan
U.S.	United States
USACOE	United States Army Corps of Engineers
USDAFS	United States Deparment of Agrigulture and Forest Service
USFWS	United States Fish and Wildlife Service
WPCP	Water Pollution Control Plan

Appendix C Summary of Measures to Minimize Harm

SUMMARY CHART OF MEASURES TO MINIMIZE HARM
BROWN'S GULCH CULVERT REHABILITATION PROJECT (EA: 4G7000)

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Visual Aesthetics	The integrity of the visual aesthetics in the area would be minimized by the proposed hydro seeding of the proposed access ramp after construction is completed	Construction	Contractor/Resident Engineer (RE), Landscaping, and Environmental
Air Quality 1	All clearing, grubbing, grading, earth moving, or excavation activities shall cease during periods of high winds to prevent excessive amounts of fugitive dust.	Construction	RE
Air Quality 2	All trucks that haul excavated material off site shall comply with the State Vehicles Code Section 23114.	Construction	RE
Air Quality 3	All active portions off site and unpaved on-site roads shall be periodically watered with an environmentally safe dust suppressant to prevent excessive amounts of dust.	Construction	RE
Air Quality 4	Areas disturbed by clearing, grading earth moving, or excavation operations shall be minimized to prevent excessive amounts of fugitive dust.	Design/Construction	Environmental/RE
Air Quality 5	On-site vehicle speed shall not exceed 15 miles per hour.	Construction	RE
Air Quality 6	Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications.	Construction	RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Biological Resources 1 ----------Permits	The following permits will be obtained through coordination with the appropriate agency: ▪ 1601 Streambed Alteration Agreement (California Department of Fish and Game) ▪ 404 Permit (U.S. Army Corps of Engineers) ▪ 401 Permit (California Regional Water Quality Control Board) All provision required by these permits will be incorporated into the project specifications, and a mutually acceptable mitigation plan will be prepared.	Pre-construction	Environmental
Biological Resources 2 ----------Vegetation	Removal of exotics will be conducted within the project area.	Pre-and post-construction	Environmental
Biological Resources 3 ----------Vegetation	Vegetation shall be cleared and grubbed only within the excavation and embankment slope lines. Adjacent canyon/hillsides and existing vegetation outside the areas to be cleared, grubbed, borrowed, filled, and graded shall be protected from damage resulting from the Contractor's operations with the use of fencing. This will be applicable to the burrow sites and the culvert rehabilitation site.	Pre-Construction	Contractor, RE, Environmental Planning

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Biological Resources 4 ----------Vegetation	There exists a mature Live Oak tree at borrow site #2. If grade change is necessary in the area, it shall take place only on the outside of the tree's drip-line. The oak shall also be fenced 2 feet beyond the drip line prior to any grade lowering so as not to be disturbed or damaged during these activities. Lastly, all these activities shall also be coordinated with both the Division of Environmental Planning and the Office of Landscape Architecture.	Pre-Construction	Contractor/RE, Office of Landscape Architecture and Environmental Planning
Biological Resources 5 ----------Vegetation	The top 6" upper crust/top soil of fill from the borrow sites shall be skimmed and disposed of in order to lessen the possibility of transporting weeds and non-native plant seeds to the Culvert Rehabilitation site, where native vegetation will be hydro-seeded.	Construction	Contractor/RE
Biological Resources 6 ----------Vegetation	If plant species outside the permanent impact area must be cleared, it will be cut above ground so as to allow for resprouting.	Construction	Contractor/RE
Biological Resources 7 ----------Vegetation	All native trees removed shall be mitigated 10:1 in kind and on-site.	Construction	Contractor/RE and Environmental Planning

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Biological Resources 8 ---------Nesting Birds	Since construction is scheduled to take place during the bird-nesting season (**March 1 - September 1**), all affected vegetation shall be removed prior to avoid impacting nesting birds. Since this will necessitate working during the rainy season, provisions need to be made so as not to impact water quality during these activities (this will be the only work allowed during the rainy season). Thus, clearing and grubbing shall only be conducted during dry weather and when rain is not forecasted for that day, and when there is no water flowing in the intermittent stream. Also, please see water quality measures.	Construction	Contractor/RE
Biological Resources 9 ---------Nesting Birds	A district biologist will survey the appropriate areas for nesting birds a minimum of once every ten days. The surveys will concentrate on areas where there are adjacent trees, where nesting birds are potentially located. If nesting birds are found, the area will be flagged and a buffer zone will be established where work would be prohibited.	Construction	Contractor/RE and Environmental Planning/Biologist
Biological Resources 10 ----------Construction	The perimeter of the construction area will be fenced and flagged to prevent damage to the adjacent area.	Pre-construction	RE
Biological Resources 11 ----------Construction	To avoid impacts to sensitive wildlife species, construction areas will not be lighted during non-daylight hours.	Construction	RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Biological Resources 12 ----------Construction	If previously unknown sensitive species or other biological resources are encountered after construction has commenced, all work shall halt in the vicinity until consultation has taken place with the appropriate resource agency.	Construction	RE
Biological Resources 13 ----------Construction	To avoid impacts to sensitive wildlife species, construction activities will be limited to daylight hours.	Construction	RE
Biological Resources 14 ----------Construction	Construction storage will be in a designated non-sensitive area. Construction equipment will be stored outside of the channel (defined as top of slope to top of slope), away from the stream banks. No equipment maintenance will be performed in the streambed.	Construction	RE
Biological Resources 15 ---------Construction	Contractor maintenance equipment and repair items are to be stored in an area that is currently paved, and that will not impair the road in any way or impact the biological diversity of the area.	Construction	Contractor/RE
Biological Resources 16 ---------Construction	Contractor and maintenance personnel shall look under mechanical equipment (before moving) for animals (reptiles, amphibians, and mammals) that may use the equipment for cover.	Construction	Contractor/RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Cultural Resources 1	It is Caltrans policy that if cultural materials appear during construction, work will stop in the immediate area. The District 7 Cultural Resource staff will be notified upon such discovery and appropriate measures will be performed to mitigate impacts to the resource. Work may only resume with approval from the Caltrans archaeologist.	Construction	RE
Geology and Soils 1	Embankment construction should conform to Section 19 of the Standard Specifications.	Design/Construction	RE/Contractor
Geology and Soils 2	The use of geosynthetic reinforcement is recommended	Design	Design
Hazards 1	A fire prevention and control program will be established that limits activity in and adjacent to flammable vegetation. A full water truck should be available should a fire occur within the project area.	Design	Design/Environmental
Hazards 2	Should excavation reveal unknown potentially hazardous materials, Caltrans policy would require work to halt in the immediate vicinity until the area in question could be investigated and proper mitigation could be proposed.	Construction	RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Water Quality 1	The following permits are required as part of the SWPPP and WPCP for this project: • Regional Water quality Control Board 401 Permit • U.S. Army Corps of Engineers 404 Permit • California Department of Fish and Game 1601 Streambed Alteration Agreement • NPDES Storm Water Pollution Prevention Plan	Pre-Construction	Design and Environmental
Water Quality 2	The contractor shall provide a Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan. The plans must be approved by the Resident Engineer (RE) and submitted for approval to the RWQCB.	Pre-construction	Environmental/RE
Water Quality 3	Best storm water pollution control management practices will be implemented to protect the Construction Zone from local flooding and to prevent contaminated runoff or prevent excessive silt and other erosion from entering the Culvert or any other drainage. Sandbag barriers, check dams, sediment traps, and other erosion control measures will be provided	Pre – Construction and Construction	Contractor/RE
Water Quality 4	All work will be conducted outside of the rain season (Oct 1st – March 30th), except for the cutting of the above mentioned potential nesting vegetation which will be done prior to February 15th.	Construction	Contractor/RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Water Quality 5	Raw cement/concrete or washings thereof, asphalt, paint, oil/other petroleum products, or any other substances which could be hazardous to aquatic life, resulting from project related activities, shall be prevented from contaminating the soil and/or entering the culvert or any drainages.	Construction	Contractor/RE
Water Quality 6	Construction will be limited to low-flow periods to minimize impacts to water quality.	Construction	Environmental/RE
Water Quality 7	Should it rain during vegetation grubbing and removal or construction, work shall be halted until flows subside.	Construction	RE
Water Quality 8	No foreign material (concrete, oil, fuel, excavated material) will be allowed to enter the active streambed or culvert. Best Management Practices will be implemented. This could include sandbag barriers, check dams, sediment traps, and other erosion control measures.	Construction	RE
Water Quality 9	Standard erosion control will be provided on new slopes according to State and Federal water quality discharge requirements.	Construction	Contractor Landscaping/Environmental
Noise 1	The contractor shall comply with all local sound control and noise level rules, regulations and ordinances that apply to any work performed pursuant to the contract.	Construction	RE
Noise 2	Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.	Construction	Contractor/RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Construction	Maintenance and Construction equipment shall be checked and maintained daily by contractor so as to prevent leaks or other potential contamination problems.	Construction	Contractor/RE
Construction	At the end of the day when operations are complete, any excess materials, debris or trash shall be removed from the work area and properly disposed of by contractor. All personnel working within the project area will follow all litter and pollution laws.	Construction	Contractor/RE
Construction	Daily removal of dirt spilled on to paved roads	Construction	Contractor/RE
Construction	Contractor shall phase grading to minimize the area of disturbed soils	Construction	Contractor/RE
Construction	Contractor shall phase construction activities to minimize daily emissions	Construction	Contractor/RE
Construction	Contractor shall properly maintain construction vehicles to maximize efficiency and minimize emissions	Construction	Contractor/RE
Construction ---------Dust	Contractor shall stabilize construction roads and dirt piles with water twice daily	Construction	Contractor/RE
Construction ---------Dust	Contractor shall limit speeds on unpaved construction roads to 15mph	Construction	Contractor/RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Construction ----------Dust	Contractor shall cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes	Construction	Contractor/RE
Construction ----------Dust	Contractor shall require covering of all haul trucks	Construction	Contractor/RE
Transportation/Traffic	Construction will take place only on weekdays in order to minimize the possibility of traffic increases during construction	Construction	Contractor/RE

Appendix D Scoping Notice

DEPARTMENT OF TRANSPORTATION
Division of Environmental Planning
120 SPRING STREET
LOS ANGELES, CA 90012
PHONE (213) 897-0703
FAX (213) 897-0685

Flex your power!
Be energy efficient!

February 11, 2002

File: 07-LA 39 (PM 22.46)
Culvert Rehabilitation
EA: 4G7000

Notice of Scoping/Initiation of Studies

Caltrans is formally initiating studies for a Culvert Rehabilitation project on State Route 39 in Los Angeles County. The project proposes to rebuild an existing culvert bottom described as a 2.7m Diameter Horseshoe Shaped Culvert, fill in gullies below existing channel invert with rock, create a permanent access ramp, and restore an eroded fill slope. Clearing and grubbing of vegetation as well as grading will be required. The project is located at Brown's Gulch, a blue line stream that is within the United States Angeles National Forest.

Preliminary environmental resource studies and agency coordination have indicated that the resulting environmental document will be an Initial Study/Environmental Assessment that is expected to lead to a Focused Negative Declaration/Finding of No Significant Impact (ND/FONSI). The focus of this document will be on the biological resources that are present in the project area.

In order to ensure that all pertinent factors are considered, Caltrans will work cooperatively with other agencies and their staffs, community members, and community groups throughout this study. Comments or suggestions that you may have concerning potential social, economic, and environmental impacts under this proposal are welcome.

If requested, a public hearing will be held to discuss the specific parameters of this project once adequate studies have been completed. Advance notification of the public hearing time and location will be well publicized.

If you have any questions regarding this proposed project please send your written comments by March 20, 2002 to:

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (07-LA 39 P.M. 22.46 Culvert Rehabilitation)
California Department of Transportation, District 7
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

If you have any questions or need additional information please contact Ronald Kosinski at (213) 897-0703 (email:Ron_Kosinski@dot.ca.gov) or Amy Pettler at (213) 897-8081 email: Amy_Pettler@dot.ca.gov).

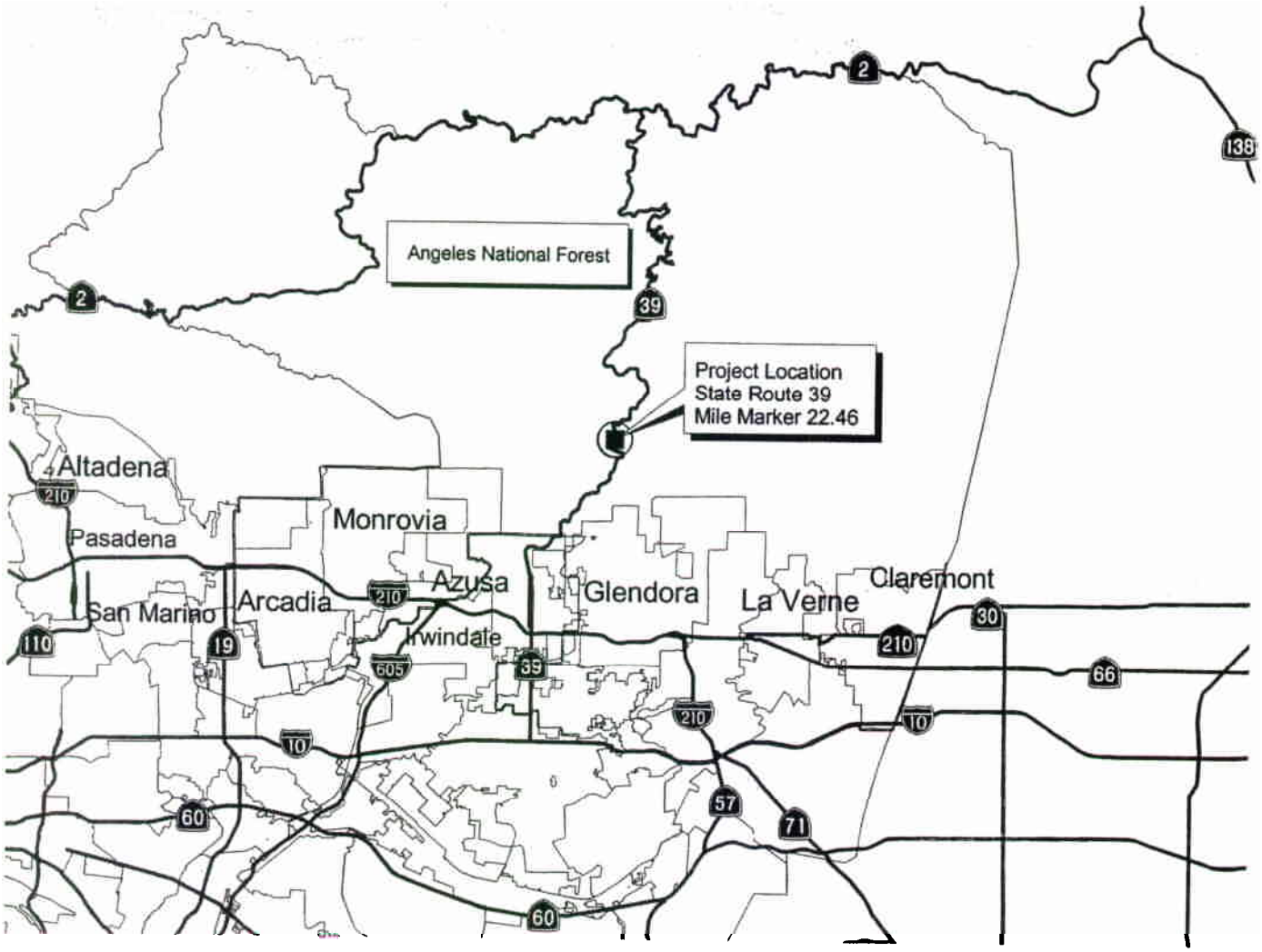
Thank you for your interest in this transportation maintenance study.

Sincerely,

Ronald Kosinski

RONALD J. KOSINSKI
Deputy District Director, Division of Environmental Planning
California Department of Transportation

Project Location Map
State Route 39 Brown's Gulch Culvert Rehabilitation



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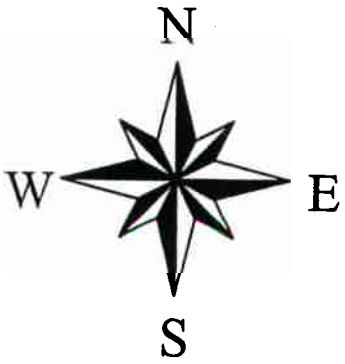

Appendix E Scoping Comments

United States Department of Agriculture
Forest Service
San Gabriel River Ranger District
110 N. Wabash Ave.
Glendora, CA 91741
626-335-1251 Voice
626-574-5209 TTY

File Code: 7400

Date: February 25, 2002

Ronald Kosinski
Division of Environmental Planning
Caltrans
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

Dear Mr. Kosinski:

I am writing in response to your letter dated February 11, 2002, referenced as File: 07-LA 39, (PM 22.46), State Route 39 Culvert Rehabilitation, EA: 4G7000.

I would like your analysis to consider the visual impacts of creating a permanent access ramp off of the highway, especially if the access ramp is to be located on the east side of SR 39. In addition, any downstream sedimentation created during ramp construction will need to be considered.

I will need to review the archaeological and biological reports prepared by your specialists. Once these are completed, please forward them to my office for review. We would also like to review the Focused Negative Declaration/Finding of No Significant Impact (ND/FONSI).

Should you have questions, please contact Karen Fortus at (626) 335-1251 extension 249.

Sincerely,

Marty Dumpis

MARTY DUMPIS

District Ranger

SOUTHERN CALIFORNIA

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90017-3435

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f (213) 236-1825

www.scag.ca.gov

March 12, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (07-LA 39 P.M. 22.46 Culver Rehabilitation)
California Department of Transportation, District 7
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

RE: SCAG Clearinghouse No. I 20020110 Culvert Rehabilitation

Dear Mr. Kosinski:

Thank you for submitting the **Culvert Rehabilitation** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Culvert Rehabilitation**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **March 1, 2002** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner,
Intergovernmental Review

FEB. 19, 2002

TO: RONALD J. KOSINSKI, DEPUTY DISTRICT DIRECTOR,
CALTRANS.

REGARDING CULVERT REHABILITATION (07-LA 39 PM, 22.46)

IF NO ACTION IS TAKEN TO REHABILITATE THIS CULVERT," ... FILL IN GULLIES EXISTING CHANNEL INVERT WITH ROCK, CREATE A PERMANENT ACCESS RAMP AND RESTORE AN ERODED FILL SLOPE," THEN DOING NOTHING WILL CAUSE THE REASONS FOR PERFORMING THE ABOVE CONDITIONS TO GET WORST. THUS LEAVING AN EVEN LARGER REBUILDING JOB BECAUSE OF AGING AND EROSION, THUS CAUSING MORE SIGNIFICANT DISTURBANCE, THUS DESTROYING MORE ENDANGERED SPECIES. HIGHWAY 39 IS USED BY THOUSANDS AND THOUSANDS OF FOREST USERS EACH YEAR, IT MUST BE MAINTAINED TO KEEP IT OPEN AND TO KEEP IT SAFE. WHEN IT HAS TO BE REPAIRED, IT HAS TO BE REPAIRED.

I FEEL THAT THIS IS AN IMPORTANT AND ESSENTIAL PROJECT THAT HAS TO BE DONE

SINCERELY

CHUCK UCKER
1453 S. RIMHURST AVE.
GLENDORA, CA.
91740

DEPARTMENT OF TRANSPORTATION
Division of Environmental Planning
120 SPRING STREET
LOS ANGELES, CA 90012
PHONE (213) 897-0703
FAX (213) 897-0685

Flex your power!
Be energy efficient!

February 11, 2002

File: 07-LA 39 (PM 22.46)
Culvert Rehabilitation
EA: 4G7000

Notice of Scoping/Initiation of Studies

Caltrans is formally initiating studies for a Culvert Rehabilitation project on State Route 39 in Los Angeles County. The project proposes to rebuild an existing culvert bottom described as a 2.7m Diameter Horseshoe Shaped Culvert, fill in gullies below existing channel invert with rock, create a permanent access ramp, and restore an eroded fill slope. Clearing and grubbing of vegetation as well as grading will be required. The project is located at Brown's Gulch, a blue line stream that is within the United States Angeles National Forest.

Preliminary environmental resource studies and agency coordination have indicated that the resulting environmental document will be an Initial Study/Environmental Assessment that is expected to lead to a Focused Negative Declaration/Finding of No Significant Impact (ND/FONSI). The focus of this document will be on the biological resources that are present in the project area.

In order to ensure that all pertinent factors are considered, Caltrans will work cooperatively with other agencies and their staffs, community members, and community groups throughout this study. Comments or suggestions that you may have concerning potential social, economic, and environmental impacts under this proposal are welcome.

If requested, a public hearing will be held to discuss the specific parameters of this project once adequate studies have been completed. Advance notification of the public hearing time and location will be well publicized.

If you have any questions regarding this proposed project please send your written comments by March 20, 2002 to:

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (07-LA 39 P.M. 22.46 Culvert Rehabilitation)
California Department of Transportation, District 7
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If you have any questions or need additional information please contact Ronald Kosinski at (213) 897-0703 (email:Ron_Kosinski@dot.ca.gov) or Amy Pettler at (213) 897-8081 email: Amy_Pettler@dot.ca.gov).

Thank you for your interest in this transportation maintenance study.

Sincerely,

Ronald Kosinski

RONALD J. KOSINSKI
Deputy District Director, Division of Environmental Planning
California Department of Transportation

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San Gabriel River Ranger District
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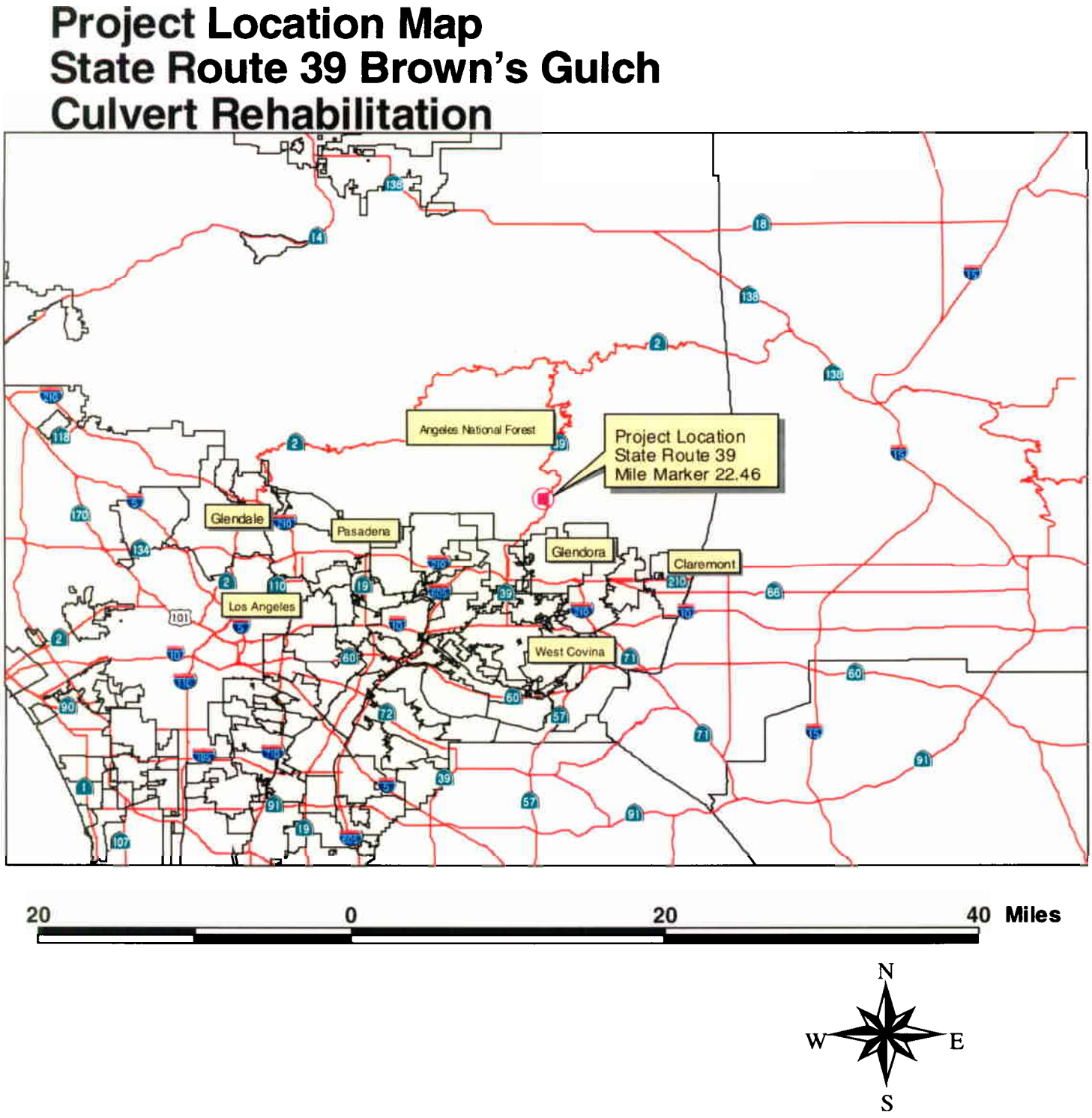
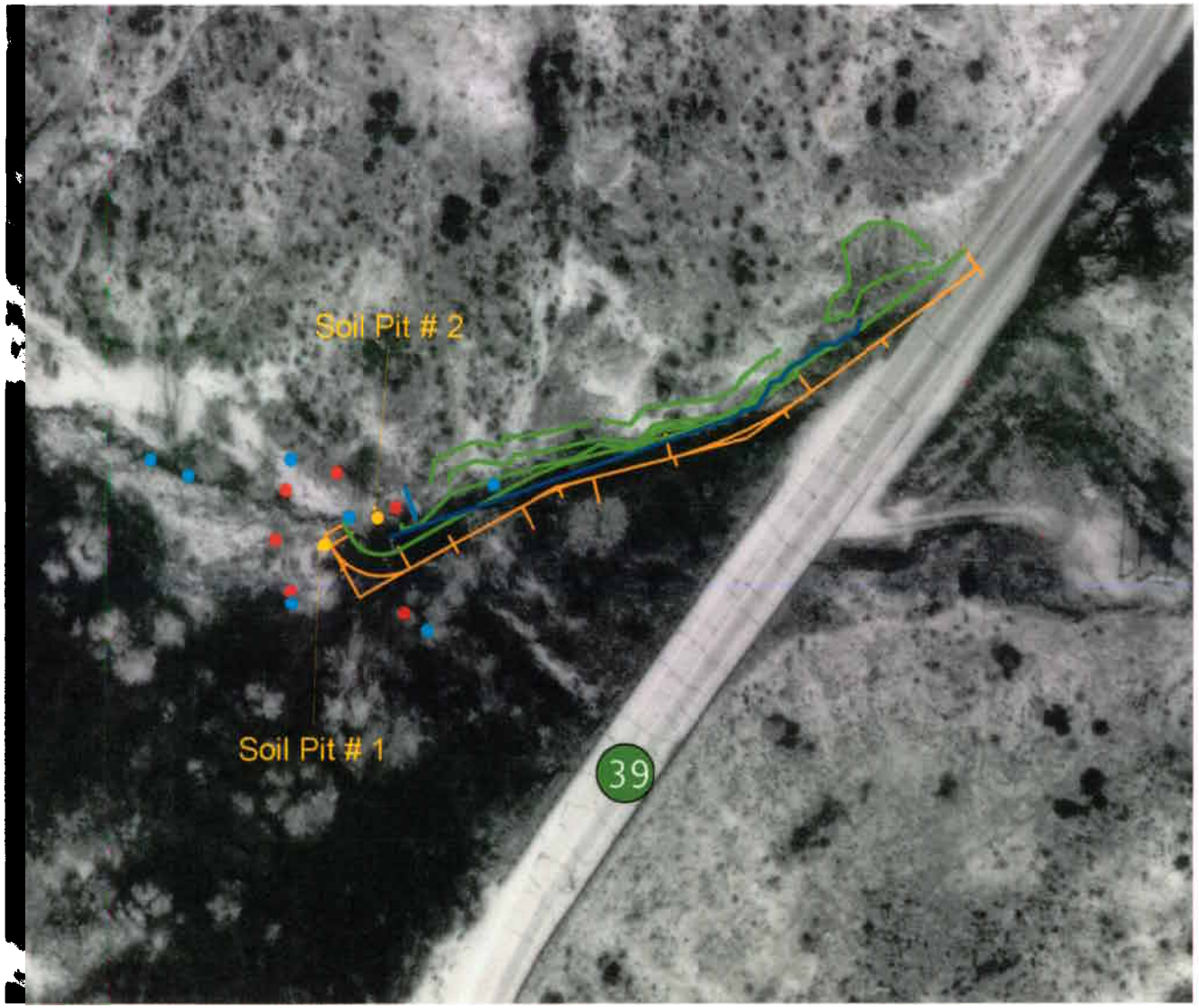
Appendix G Project Location Map

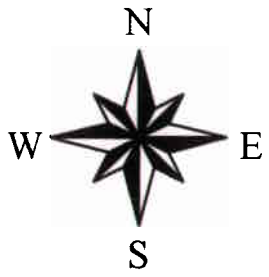
Figure 1 – Project Location Map



Appendix H Project Area of Impact

Brown's Gulch Project Impact Area





Legend

- Staked Area of Impact
- Trees
- Soilpits
- Streams

Design Features:

- Access Path
- Culvert Mouth
- Anticipated Grading

Image — Brown's Gulch Aerial Photo